

Navy News

SEPTEMBER 1978 5p

And how are the Wrens, asks the chatty Prince

When not wearing the uniform of a commander in the Senior Service, what finer than Scottish regimental attire?

Visiting the Royal Tournament at Earls Court, the Prince of Wales stopped to ask how fared the Wrens.

He spoke to Wrens Diane Wells and Carole Dobson about their radar plot work in H.M.S. Dryad. They also told him what took them to Earls Court — they were working on the souvenir stand there. (See also page 19).

Picture: LA(Phot)
Danny du Feu



PATIENCE — PLEASE

A personal message from the First Sea Lord
Admiral Sir Terence Lewin

I well understand that recent circumstances in the dockyards and elsewhere ashore have caused frustrations for many of you, both uniformed and civilian, and may continue for some time to inconvenience you and your families.

But it is very necessary that these should not be allowed to drive a wedge between the Navy

and its large and very important industrial workforce, because at the end of the day the operational and domestic wellbeing of our Service depends upon all of us working closely together in partnership.

So please exercise toleration and understanding while present problems are sorted.

100 HOMES FOR SALE

Evidence of how naval housing availability has greatly improved in recent years is provided by the placing on the open market of nearly 100 surplus quarters on the huge married quarters estate at Rowner, Gosport.

It was decided to sell some properties in "Old Rowner" — a few in St Nicholas Avenue, but most in Homer Close — only after careful calculations showed that the quarters needs of the area could be met now and in the foreseeable future, and that the "roof to roof" moves situation now existing for most naval drafts in the U.K. could be maintained.

The quarters are being sold in phases and it is understood that when the first four were offered there were more than 140 inquiries, the majority from Service or ex-Service families.

MODERNISATION NEED

Built in the early 1950s, the properties becoming available consist of 32 three-bedroom terraced houses; 18 two-bedroom flats; 24 three-bedroom flats; ten two-bedroom maisonettes; and ten three-bedroom maisonettes.

The houses are described as generally sound but in need of modernisation, while the flats and maisonettes are reported as in good order. The flats are to be sold in blocks — to a property company, it is hoped — in the first instance.

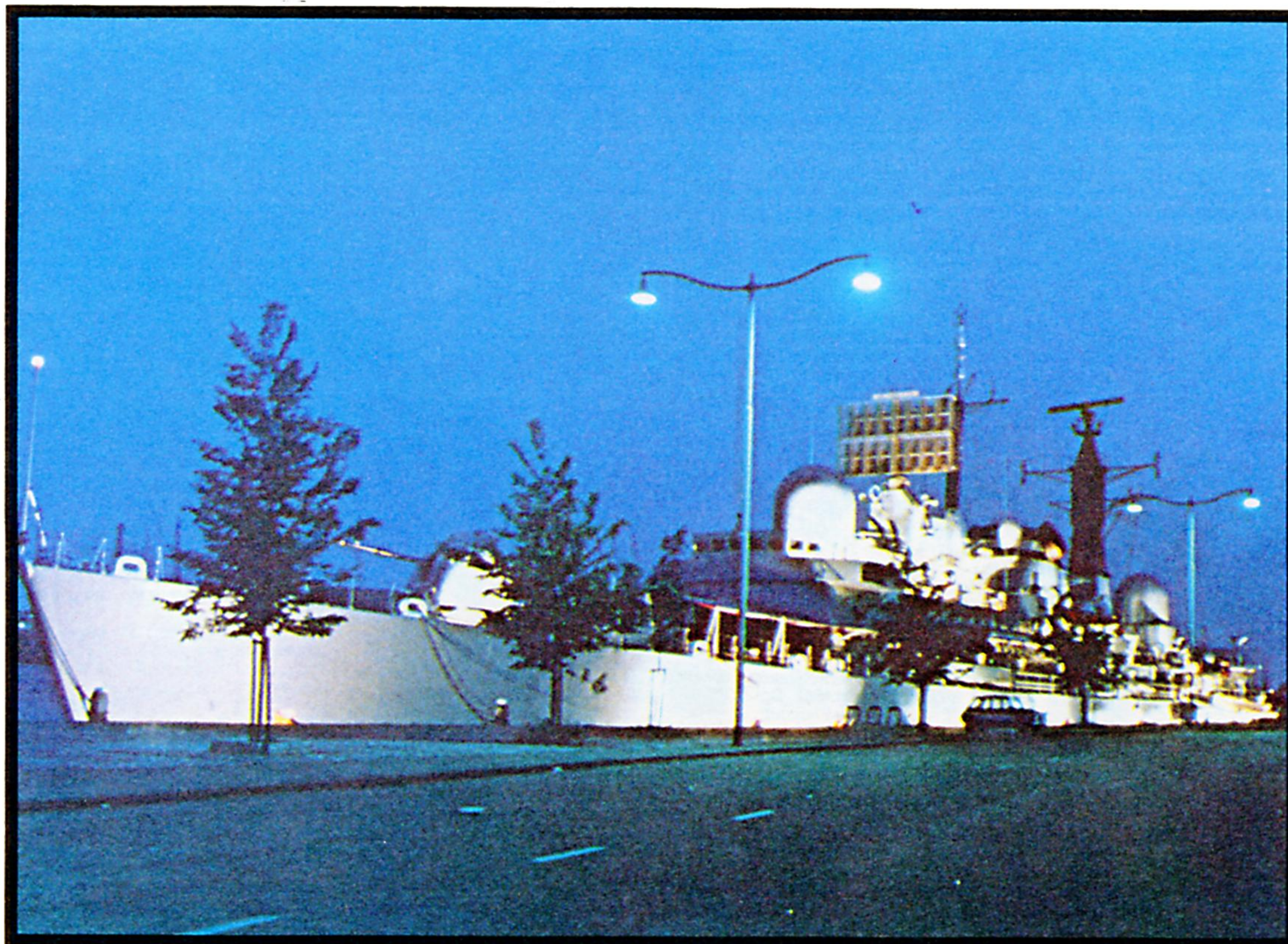
Sale of the quarters will be by private treaty or public auction, and the joint agents handling the sale are L. S. Vail and Son, 4, High Street, Gosport, and Fairhall and Durston, 133 High Street, Gosport. Prices are basically in the £11,000—£12,000 range.

The procedure laid down for MOD quarters disposal is that "first refusal" has to go to other Government departments and second to the local authority. If both decline — as occurred in this case — the Property Services Agency can place them on the open market.

(Continued in back page)

SHINY SHEFF

Looking for all the world as if she had parked in a lay-by for the night, the floodlit H.M.S. Sheffield takes on a surrealistic quality in this picture taken at Rotterdam by LA (Phot) Roger Ryan. Almost 2,400 people toured the guided missile destroyer in the space of two hours during the visit to the Dutch port — a feat expected to be at least equalled at Portsmouth Navy Days over the Bank Holiday week-end.



SEA HARRIER TAKES OFF!

Latest version of the British jump jet, the Sea Harrier is set for its international public debut at Farnborough Air Show in early September when thousands of visitors will be able to see the first aircraft, painted in Royal Navy colours, put through its paces in daily demonstrations.

On public view, too, for the first time will be the acclaimed Ski-Jump take-off ramp which is to be fitted in R.N. ships carrying the aircraft to boost further its performance. For the show, a specially-built ramp will be fixed at 15 degrees.

IMPROVED VISIBILITY

First flight for the Sea Harrier came on Sunday, August 20 from British Aerospace's Dunsfold airfield in Surrey. During the 35-minute flight, with chief test pilot John Farley at the controls, it carried out three vertical take-offs, a short take-off, several rolls, performance hovers, and vertical landings.

A radar-equipped jump jet with new avionics fitted, the sea version of the famous Harrier has exterior changes which include raised cockpit for improved visibility. Thirty-four have been ordered for the Royal Navy and the aircraft is scheduled to enter service in the latter half of next year.

It is to operate in the fighter, reconnaissance, and strike roles, and in the 1980s will fly from the new Invincible class of cruisers which are being equipped with bow-mounted Ski-Jump ramp.

Farnborough International 78 is open to the Press and Trade between September 3 and 7 and to the public on September 8, 9 and 10 (9.30 a.m. to 7 p.m.).

G (SEA) E FOR JACK

Jack is about to get the opportunity to gain his O Level in Seamanship.

After many years of negotiation with the Associated Examining Board, final approval has been obtained to introduce into the GCE(RN) an Ordinary Level in seamanship with a syllabus specifically orientated to Royal Navy practice.

The subject should be especially popular with the Ops Branch, members of which have, over the past few years, felt they have been at a disadvantage compared to others when attempting to obtain qualifications for promotion.

(Continued in back page)

Crowds roll up for air days...

Air days at H.M.S. Daedalus, R.N. air station Yeovilton and H.M.S. Gannet attracted large crowds and provided them with spectacular displays of flying.

More than 35,000 people turned up at Yeovilton and about 25,000 at Lee-on-Solent, where the programme included the Red Arrows, the Sharks from R.N. air station Culdrose, the Red Devils parachute team, and passes by a Spitfire and Hurricane.

The R.A.F.'s Historic Flight also

delighted huge crowds at Yeovilton, where it is intended to make the 1979 event a two-day affair. Also in evidence was the Sea Hawk WV908, recently restored at Culdrose.

Gannet's air day was blessed by glorious sunshine, attracted more than 8,000 people and raised nearly £1,400 for charity. Flying displays were put on by the resident 819 Squadron Sea King helicopters, a Wasp from H.M.S. Zulu, and Jaguar, Nimrod, Shackleton, Vulcan, Canberra and Gannet aircraft.

And Portland Navy Days

H.M. submarine Sealion was one of the stars of Portland Navy Days and attracted long queues of people. Other warships opened to the public included the guided

missile destroyer H.M.S. Kent, the Type 21 frigate H.M.S. Alacrity, and the Leander-class frigate H.M.S. Diomedea.

Most spectacular of the displays were provided by the three fast training boats based at Portland — Scimitar, Cutlass and Sabre — and by the R.A.F.'s Red Arrows formation flying team.

The Sharks, the Gazelle helicopter team from R.N. air station Culdrose, also put on a formation display, and Navy divers displayed their skills in the harbour waters.

Ark 'trippers' invade Florida

During H.M.S. Ark Royal's six-week assisted maintenance period at the U.S. naval base, Mayport, Florida, about 600 relatives and friends from the U.K. joined ship's company members, resulting in good patronage for the local "tourist traps."

Throughout the carrier's stay at Mayport the engineers were particularly busy. Included in their work were boiler cleans,

and they also carried out extensive evaporator repairs, calling for a daily supply of distilled water delivered by tanker.

Other departments were busy too, and the Ark now looks smart in a new coat of paint on flight deck and ship's side.

The squadrons disembarked to U.S.N. air stations Cecil Fields and Jacksonville, and from these bases were involved in exercises over a large area of the country, many visiting bases on the west coast.

On the sporting front, golf was reported as the most popular sport and, with the course only a ten-minute walk from the ship, the sailors practically took it over.

The Ark sailed on August 8 and embarked her squadrons to continue with flying exercises. In mid-August her programme took her to Norfolk, Virginia, where she joined up with H.M. ships Ajax, London, Active, Charybdis, Fife, and Plymouth; H.M. submarine Swiftsure; and R.F.A.s Cherryleaf, Lyness and Olmeda.

ARK BOOK

H.M.S. Ark Royal's final commission book will be available about next March at £3 a copy and will cover the period from September 1976 until her final paying off in December this year.

Those wishing to buy copies should write to Lieut.-Cdr. B. Morgan, Wardroom, H.M.S. Ark Royal, BFPO Ships, London, by the end of October. They should enclose a self-addressed label and cheque payable to "The Welfare Fund, H.M.S. Ark Royal."



While H.M.S. Ark Royal was at Mayport, the U.S. Navy softball championships were held at the base there. This group of Ark Sailors, lined up with members of a Waves' team from Texas, comprises (from left): LEM(AW) Ginge Keens, EM(AW) Bob Maitland, STD Carl Powis, and STD Bernie Flannery.

Picture: PO(Phot) Stewart Kent.

London retains 'Little Admiral'



Picture: LA(Phot) Gordon Ford.

H.M.S. London's Wessex helicopter flight has become the first unit to retain the Little Admiral Trophy, awarded each year for the highest success rate in anti-submarine operations.

Lieut.-Cdr. Michael Priestley, the London's flight commander, is pictured receiving the trophy from Rear-Admiral Peter Herbert, Flag Officer Carriers and Amphibious Ships.

Second in the submarine-hunting competition was H.M.S. Tartar's flight, and third was 820 Squadron, which operates Sea King helicopters.

700L SQUADRON

Two other naval aviation trophies have gone to 700L Squadron, the Lynx Intensive Flying Trials Unit based at R.N. air station Yeovilton. The squadron received the Boyd Trophy for achieving the finest feat of aviation during the year, and two members of the squadron, Lieut. Nicholas de Hartog and Lieut. Phil Harrall, received the Robert Sandison Trophy.

This is awarded annually to the aircrew making the most valuable contribution to the development of weapons and weapon tactics.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

CAF(AE) L. R. Mould, 737 Sqdn. Portland, telephone extn 3395. Due to join Lee-on-Solent (AES), October. Will swap for any Yeovil or Portland draft.
LRO(G) K. P. Stokes, H.M.S. Cutlass (FTB), Portland. Will swap for survey ship or frigate, refit or operational Plymouth.
MEM2 R. Mercer (JDB), 211 Mess Grenville Block, H.M.S. Pembroke, Chatham, drafted H.M.S. Yarmouth, Rosyth, September. Will swap for any Portsmouth ship, sea-going or in refit.
AB(S) G. C. Weedon, 3D Mess, H.M.S. Kent, due eight month deployment after Christmas. Will swap for any Portsmouth refit ship or shore base.

POCK R. A. Raich, H.M.S. Dryad, Wardroom Galley. Drafted H.M.S. Bacchante Plymouth, January. Will swap for any Portsmouth ship.

PO(M) P. Carroll, H.M.S. Cambridge. Drafted H.M.S. Norfolk, December, Portsmouth. Will swap for any Devonport ship or establishment.

CK S. Rigby, 4 Mess H.M.S. Endurance, deploying late November South America and Antarctica. Will swap for any Chatham or Rosyth ship or shore establishment.

RO2 (G) R. A. Reed, Saumarez Block, 12-36 Mess, H.M.S. Nelson. Drafted H.M.S. Naiad, Plymouth, October. Will swap for any Portsmouth or Chatham ship or shore establishment.

ALMEM Bell, 3K Mess, H.M.S. Arethusa, Plymouth, due to deploy mid-1979. Will swap for any Plymouth shore base.

SA S. Bell, 34 Boscawen Block, H.M.S. Drake, Gibraltar. Drafted H.M.S. Bickington, January. Will swap for any Plymouth ship in refit or deploying.

STD H. Homes, c/o RAs Box, H.M.S. Rooke, Gibraltar. Drafted H.M.S. Bickington, Rosyth, February. Will swap for any Devonport frigate, minesweeper or shore base.

LMEM K. Byrne, Keppel Block, H.M.S. Nelson. Drafted H.M.S. Bulwark, in Portsmouth until January. Will swap for any Plymouth ship, home waters or foreign.

AB(R) D. R. Bhattacharjee, Mail Index Section, H.M.S. Mercury. Will swap for any DLG or Portsmouth area draft. Contact FCCA Hossack, H.M.S. Mercury, extn 205.

LOR(G) T. A. Sampson, 5K1 Mess, H.M.S. Ark Royal. Drafted H.M.S. Shavington, January, Rosyth. Will swap for any frigate, DLG Chatham or Portsmouth.

AB(M) P. Mounshah, 3E Mess, H.M.S. Devonshire. Drafted H.M.S. Caledonia, October. Will swap for any Portsmouth shore base or ship in long refit.

NAM(AE) Brace, NHTU H.M.S. Daedalus. Will swap for any Wessex V Squadron.

MEM1 D. B. Long (AMC), ME Office, H.M.S. Tiger. Drafted H.M.S. Coventry, September. Will swap for any Devonport or Chatham frigate.

AB(R) Mackney, 51 Clarendon Gardens, Stone, Dartford, Kent, DA2 6EY. Telephone Dartford 74314. Drafted H.M.S. Euryalus, Devonport, December. Will swap for any Chatham ship.

LSA Wootton, 829 Sqdn. R.N. air station Portland. Drafted submarines, H.M.S. Dolphin, November. Will swap for any Plymouth, Portland ship or shore base. Portsmouth considered.

LAM(AE) C. McAlpine, Cabin 12, Grenville Block, H.M.S. Daedalus. Will swap for any Portland or Yeovilton draft.

SEA(MW) G. A. White, H.M.S. Laleston c/o H.M.S. Vernon. Drafted H.M.S. Bileston, Rosyth, December, available for draft October, approximately. Will swap for any ship going foreign.

CK B. Craig, 3 Mess, H.M.S. Guernsey, one year to do. Will swap for any ship other than Fishery Protection Squadron, preferably ship going foreign.

Island stop!

Two Channel Island sailors were granted unexpected shore leave while H.M.S. Apollo was acting as guard-ship for the Cowes to St Malo yacht race.

When the Apollo approached Guernsey in the early hours of the morning, Capt. J. W. F. Briggs, the commanding officer, gave CPO Michael Lilly and PO Robert Maiden ten minutes to get ready for a long week-end at home, then put them ashore by boat.

The two landed just ten minutes' walk from PO Maiden's family home.

They rejoined their ship when the Apollo returned to Guernsey four days later.

WHAT JACK THINKS OF TYPE 21s

Admiral Sir Richard Clayton, Controller of the Navy, visited H.M.S. Antelope in the Clyde in August to hear for himself the views of sailors serving in a Type 21.

Lively discussions took place on subjects ranging from accommodation to manning.

The visit was the end of a busy few weeks during which the Antelope completed an assisted maintenance period on return from six months in the Caribbean, carried out syllabus training at Portland and was inspected by the Captain

Seventh Frigate Squadron at Rosyth.

On sailing from Rosyth in company with H.M.S. Jupiter, gunnery firing took place at Cape Wrath before submarine commanding officers' qualifying course running in the Clyde.

After a week-end visit to Faslane the Antelope took over as Fleet contingency ship and returned to Devonport for leave and Navy Days at the end of August.

Philippines fete Hong Kong ships

Glorious weather and exhausting hospitality were the features of a four-week deployment to Indonesia and the Philippines by H.M. ships Monkon and Wolverton, two Hong Kong Squadron patrol craft based in H.M.S. Tamar.

At Iloilo in the Philippines the entertainment included beach parties with suckling pig, and golf at six in the morning. After four days of exhausting hospitality it was a relief for the ships' companies to get back to sea.

RED CARPET

Four days at Makasar, in the Celebes, were quieter, but after a day's sailing to Borneo it all started again at Balikpapan. Local oil men laid out the red carpet for a welcome that knew no bounds.

After a final run ashore in Subic, the ships returned to Hong Kong.

OEM1 P. W. Hopps, 128 Mess, H.M.S. Cochrane (Rosyth FMG). Will swap for any Devonport ship or shore base.

REM1 I. Johnson, 242, Mess, H.M.S. Cochrane (telephone Pitreavie extn. 166). Drafted MHQ Pitreavie. Will swap for any Pompey shore base or sea-going ship. Anything considered.

AB(R) J. B. Crookford, 3P Mess, H.M.S. Berwick, Devonport. Will swap for any Portsmouth frigate.

AB(S) P. R. Marsh, H.M.S. Vernon. Drafted to H.M.S. Nubian, Rosyth. Will swap for any Portsmouth ship.

POMEM J. G. Tartaglia (BWC), PO's Mess, Nile Block, H.M.S. Nelson. Drafted to H.M.S. Bulwark. Will swap for any Plymouth shore base or ship, preferably frigate.

LS(R) J. E. Ridley, 3L Mess, H.M.S. Apollo. Will swap for any Rosyth ship not going foreign.

OEM1 R. Swan, 3F Mess, H.M.S. Ariadne, due to join STANAFORLANT, September. Will swap for any ship going anywhere but Devonport.

AB(R) I. Cooper, 3M Mess, H.M.S. Arethusa, due to deploy mid-1979. Will swap for any Portsmouth ship in refit or shore base — except H.M.S. Dryad.

RO1(T) C. R. Mulvana, COMMCEEN Whitehall, C. Watch, Drafted H.M.S. Ashanti, October. Will swap for any Portsmouth ship in refit or home waters.

AB(M) K. Skeet, H.M.S. Walkerton, B.R.N.C. Dartmouth. Will swap for any Plymouth shore base or ship in refit.

POCA D. L. Booth, PO's Mess, H.M.S. Hermes (changing base port to Portsmouth October) will swap for frigate, any area.

LSTD D. Austin, 4R2 Mess, H.M.S. Ark Royal. Drafted H.M.S. Apollo January 8 1979, will swap for any Chatham-based frigate.

AB(R) P. J. Sheehy, 3 Mess, H.M.S. Endurance, will swap for any frigate or G.M.D. operating in home waters.

RO1(G) A. Agha, Blue Watch, MHQ Pitreavie, Rosyth. Drafted H.M.S. Nubian, December. Will swap for any Portsmouth ship. Telephone Inverkeithing 2161 extn. 57.

MEM1 Healey, H.M.S. Bulwark. Will swap for any Plymouth ship or shore base.

MEM1 Standing, H.M.S. Bulwark. Will swap for any ship not Portsmouth-based.

MEM1 Kelham, H.M.S. Bulwark. Will swap for any Portsmouth frigate.

ALRO(T) S. P. Harland, COMMCEEN Whitehall, B. Watch, Old Admiralty Building, Whitehall. Drafted to H.M.S. Antrim, October. Will swap for Portsmouth operational frigate or DLG.

AB(S) R. Connolly, H.M.S. Naiad, Devonport, due trials late October. Will consider any sea-going ship.

POMEM S. Whitta (BWC and SBD), 6E Mess, H.M.S. Ark Royal. Drafted H.M.S. Blake, Portsmouth, February. Will swap for any Plymouth ship.

ALRO(G) C. Jewitt, MACC (Duties Section), H.M.S. Mercury. Drafted H.M.S. Bulwark, November. Will swap for smaller ship, preferably Portsmouth. Telephone Petersfield 2761 extn. 358.

AB(S) R. McIntosh, 1 Mess, M.H.S. Hecla. Due Mediterranean deployment. Will swap for any ship not Portsmouth-based.

CPOCK B. Edwards, Main Galley, R.N. air station Yeovilton. Will swap for any Rosyth area billet.

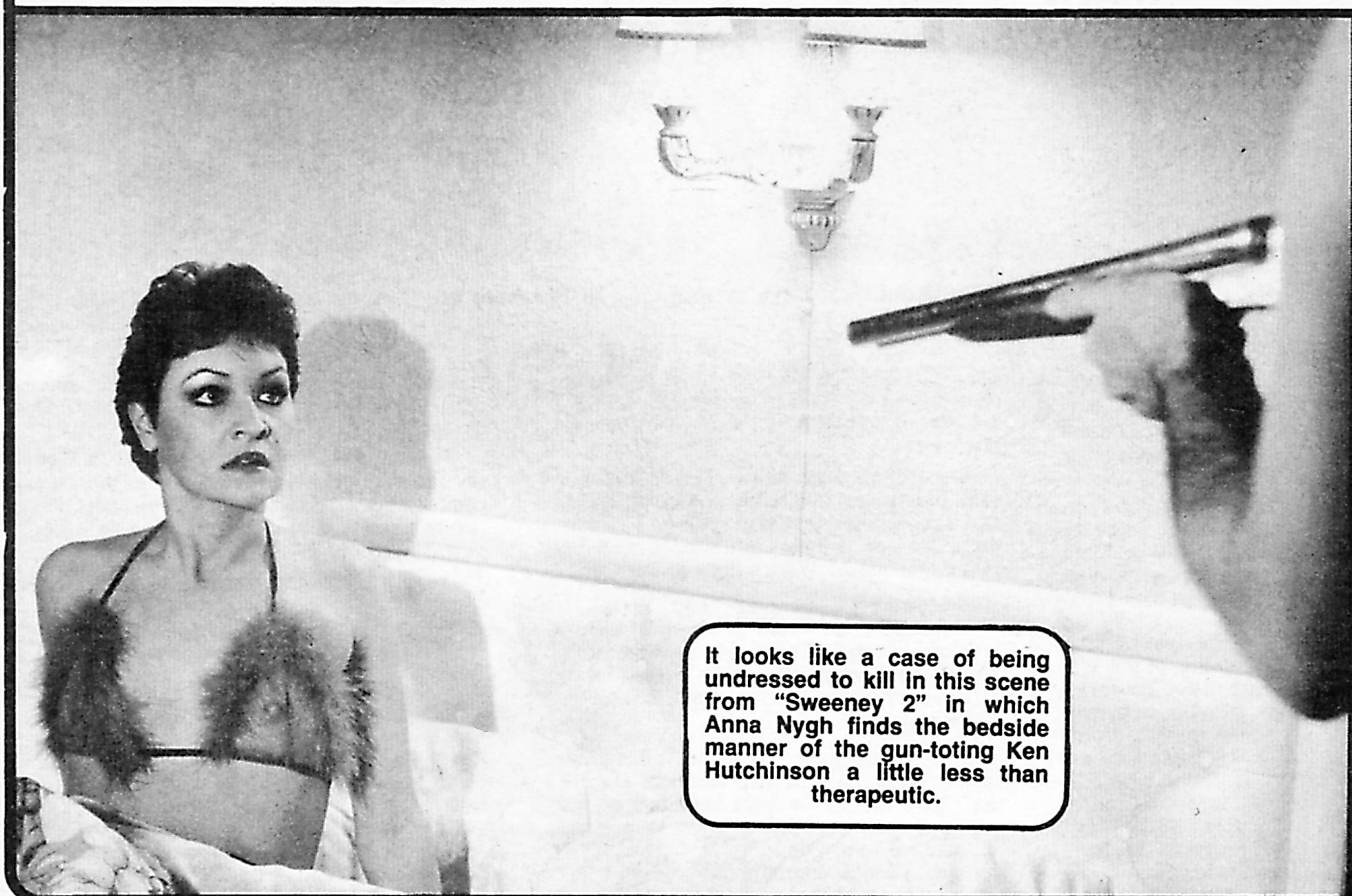
NAM(AE) McIntyre, Warwick Block, R.N. air station Culdrose, wants urgent swap to Yeovilton.

PO(R) D. O. Thomas (HC), PO's Mess, H.M.S. Vernon. Drafted H.M.S. Glasgow (to be Portsmouth ship), January. Will swap for Plymouth ship.

RO1(G) J. B. McVicker, H.M.S. Mercury Drafting Section (telephone extn. 356). Drafted H.M.S. Bulwark, November. Will swap for any Rosyth ship.

FILMS FOR THE FLEET

Sweeney duo make the Maltese cross!



It looks like a case of being undressed to kill in this scene from "Sweeney 2" in which Anna Nygh finds the bedside manner of the gun-toting Ken Hutchinson a little less than therapeutic.

Those popular fictional cops, Regan and Carter, find themselves in Malta in "Sweeney 2," another cinema spin-off from the television series and one of eight films in the latest list of releases to the Fleet by the Royal Naval Film Corporation.

Their visit to the Mediterranean is unofficial, and when a local police chief arrives on the scene of their investigation he takes a dim view of the Flying Squad men operating without either Maltese or Scotland Yard authority. Regan and Carter return to the wrath of their commander.

Here is the full list of releases:-
You Light up my Life (A) — Didi Conn, Joe Silver. Entertaining romantic comedy about a young girl who slowly learns to rely on herself and to enjoy her singing and composing talents. Columbia-Warner. No. 557.

The White Buffalo (AA) — Charles Bronson, Jack Warden, Will Sampson. An aging Bill Hickock on his way to seek a fortune in the Black Hills gold rush slowly realises that he must hunt down the last white buffalo to gain peace of mind. EMI. No. 558.

Capricorn One (A) — Elliott Gould, James Brolin, Brenda Vaccaro. Capricorn One, the first manned flight to Mars, is about to start from Mission Control in Houston. ITC. No. 559.

Sweeney 2 (AA) — John Thaw, Dennis Waterman. Thriller from the television series starring Detective Inspector Regan and Detective Sergeant Carter of the Flying Squad. EMI. No. 560.

Crime Busters (A) — Terence Hill, Bud Spencer. Comedy adventure send-up of partners who never lose, often seen in police thrillers. Columbia-Warner. No. 561.

The Man in the Iron Mask (U) — Richard Chamberlain, Patrick McGeehan, Jenny Agutter. The Alexandre Dumas adventure about a mysterious political prisoner encased always in a hideous mask of iron. His destiny is to become King of France. ITC. No. 562.

The Medusa Touch (A) — Richard Burton, Lino Ventura, Lee Remick. Story of a man who, against his will, is possessed of a horrifying power — the self-perpetuating, self-generating "gift for destruction." ITC. No. 563.

Greased Lightning (A) — Richard Pryor, Beau Bridges. A rag-tag racing car team chalk up some big wins against factory-sponsored teams. Columbia-Warner. No. 564.

CHARMERS ALL...



Meet H.M.S. Dryad's three most charming Wrens. In the centre is Judy Skinner, who won the establishment's personality girl competition and was crowned by last year's winner, LWren Sheena Williams. Second was Patricia Wardle (right) and third Dawn Pettingel (left).

One of Commodore D. W. Beadle's first tasks on taking charge at H.M.S. Centurion was to crown the establishment's May Queen, civilian data processor Helen Stephens. Runners-up were Caroline Spurrell and Lorraine Joliff.

Wren Marion Duffy was elected Miss Dolphin at a social evening in the junior sailors' club. Wrens Maggie Roberts and Linda Wemyss were runners-up. Earlier in the day Marion had won the freestyle and backstroke events at the Dolphin swimming gala.

Picture: LA(Phot) Gordon Ford.

... AND THE CHARMED

A pretty guide points out features of the old Flanders city of Brugge to Midshipmen Martin Donoghue, David Wain and Fraser Marshall, three Glasgow University students embarked in H.M.S. Droxford.

The Droxford, in company with H.M.S. Isis (Southampton University training ship) and H.M.S. Thornham (Aberdeen University), spent four days at the Belgian port before going on to Britannia Royal Naval College, Dartmouth.

Roskilde, a small fjord town on the north-east coast of Zealand, received a rare visit from the Royal Navy when H.M.S. Thornham sailed in for a long week-end.



DRAFTY'S CORNER

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Whitby	£11.80	£6.50	Oxford	£3.80	£2.25
Scarborough	£11.40	£6.70	Reading	£3.40	£2.00
Wetherby	£10.50	£6.15	Worcester	£6.60	£3.90
Hull	£9.90	£5.80	Gloucester	£5.40	£3.15
Goole	£9.00	£5.30	Cirencester	£4.60	£2.70
Doncaster	£8.40	£4.85	Swindon	£4.20	£2.45
Leeds	£10.20	£6.00	Marlborough	£3.80	£2.25
Bradford	£9.90	£5.80	Plymouth	£7.50	£4.40
Huddersfield	£9.60	£5.65	Newton Abbot	£6.60	£3.90
Sheffield	£9.00	£5.30	Exeter	£5.80	£3.40
Chesterfield	£8.40	£4.35	Easton	£3.80	£2.25
Nottingham	£7.80	£4.60	Portland	£3.80	£2.25
Leicester	£6.90	£4.05	Weymouth	£3.80	£2.25
Northampton	£5.80	£3.40	Dorchester	£3.80	£2.25
Blackpool	£10.50	£6.15	Wimborne	£3.80	£2.25
Manchester	£9.30	£5.45	Swansea	£7.50	£4.45
Warrington	£9.30	£5.45	Cardiff	£6.60	£3.90
Liverpool	£9.30	£5.45	Newport	£6.20	£3.65
Birkenhead	£9.30	£5.45	Bristol	£4.60	£2.70
Chester	£9.00	£5.30	Salisbury	£4.20	£2.45
Newcastle Under Lyme	£7.80	£4.60	London	£2.60	£1.55
Stafford	£7.50	£4.40	London	£4.00	£2.35
Preston	£9.90	£5.80	London	£4.00	£2.35
Wolverhampton	£8.00	£4.05			

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue Portsmouth PO1 2DH — Tel. 22311



"And we WEs should not have to wait NOW where are they off to .?"

It is well-known that the WE branch is short of experienced men and that this has resulted in a period of increased drafting turbulence and more work for those who are left.

However, these shortages were foreseen by the manpower planners in the Ministry of Defence some time ago and a large number of trainees are now going through H.M.S. Collingwood.

Although these youngsters, especially the apprentices, will increase the sea training load, they do show that an easing of the WE manpower situation is around the corner.

As we are now short of radio men, you might ask, "What happened to the surplus we had last year?" A good question. Last year, REAs Achieved Time Ashore (ATA) was twice that of their Ordnance and Control counterparts (approximately 40:20) but MOD action in converting some billets from Control to Radio is allowing Drafty to equalize the situation and this has considerably reduced the ATA discrepancy. Thus, although radio men are still getting substantially more shore time than their Ordnance and Control counterparts, the difference is being evened out, resulting in a fairer deal all round.

Advantages

Chief Art/MNs are particularly short and about half of the Chiefs' billets are being filled by Art/MNs 1st Class. If therefore you are an Art/MN 1, you stand a good chance of doing the Chief's job anyway, so why not qualify properly, gain the benefit of the extra six months ashore between sea jobs and give yourself a chance of selection for Fleet Chief? There are many advantages in becoming a FCPO; less drafting turbulence, better sea/shore ratio, direct contact with the Drafting Commander on jobs and, of course, pay and pensions.

There is a myth that the quickest way to FCPO is to stay as an Electrician instead of going through for Mech. Although this was true for a few high fliers in the past, the quickest way now for EMs up the promotion ladder is undoubtedly by the MN circuit, but it is a sad reflection that the majority of men

selected cannot be drafted straight on to the next course as they do not have NAMET 3:3. The moral is: if you want to get set, get NAMET.

A word on Devonport. Devonport WE ship billets are invariably undersubscribed and shore billets oversubscribed. There is, therefore, no simple solution to meeting every Devonport WE rating's preference.

However, the man who makes Devonport his shore preference will almost certainly serve his sea-time in a Devonport-based ship, provided he has said on his DPC that this is what he wants.

More than 80 per cent. of WE ratings ashore are in their first preference area — the figure for senior rates is in fact higher — so if you are the unlucky one there undoubtedly are good reasons; probably a pressing service commitment and the fact that you have had a good run over the last number of years compared with your contemporaries.

Very careful consideration is always given to all the factors before any man is drafted out of his preference area and you can rest assured that the drafting officers try very

hard to strike the right balance between Service requirements and personal preferences.

On the EBD front, DCI RN 160/78 gave all those eligible to transfer branches the opportunity to state their preferences for future employment. The reporting date has now passed but disappointingly, only 80 per cent. have taken the opportunity to forward their choice.

Selection

Selection of men to transfer from WE to ME is now taking place and changeover to the new titles and badges is planned to take place on September 1, 1979, at which time ships will start to change over the responsibility for electrics.

There are now many opportunities for fifth and sixth fives and also for NCS (now called Extended Service), especially in the area of the EBD, and all eligible men are encouraged to study the literature which has recently been promulgated. If you have any queries on this the Drafting Control Officer (Centurion ext. 2565) will be pleased to answer them.

QUESTIONS AND ANSWERS

Q: The answer to the question on ERDs in the June issue of Navy News does not seem to take into account ships in refit. Is one's ERD adjusted to take account of time "ashore" in refit, and is "sea time" added on to time to do?

A: ERDs are adjusted to take account of any time in refit over the first 18 weeks (which are allowed to count as sea time).

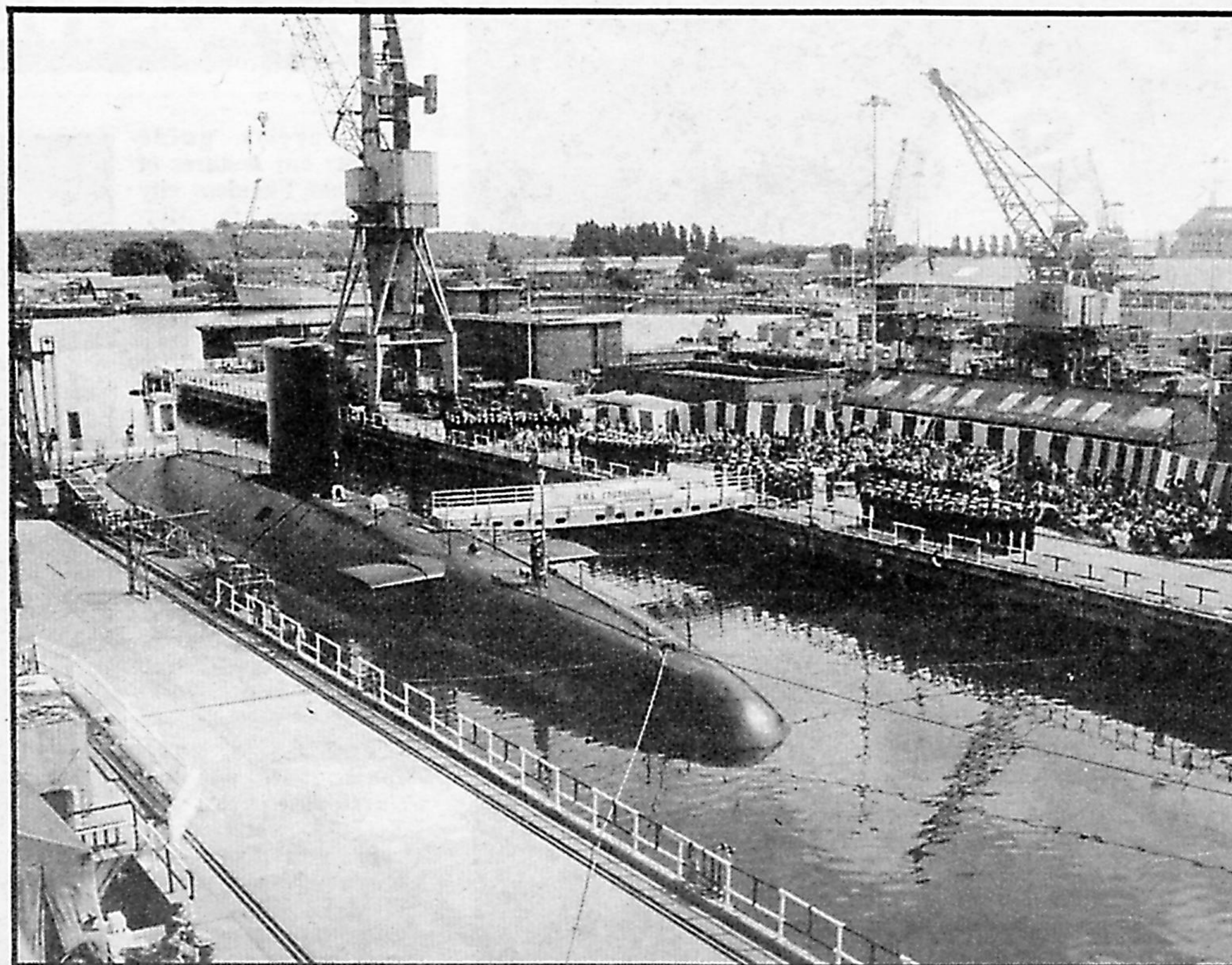
However, if your ship is in long refit it is most likely to have a special Scheme of Complement in which case you do not qualify for this 18 week dispensation, but go on to shore service from the date of the ship's arrival at the refitting port.

Q: I am a submariner. When I got a shore draft to my preference area the draft order,

said "estimated duration in this type of service — 18 months." I thought, "Great, 18 months right where I want to be." Now, after 12 months, I am being moved to a submarine in refit for 6 months. Is this right?

A: This question centres on the wording on the draft order. First it said "estimated" and this is exactly what it is, the best estimate which could be given at the time the draft order was issued. Secondly the "type of service" was 'Shore' and nearly all submarine refit time counts as shore service. The original estimate of 18 months 'shore' service seems to have been right. Drafty would have wished to keep you in your preference area, in one job, but it is not always possible.

Courageous prepares to rejoin Fleet



This was the scene in Chatham Dockyard when H.M.S. Courageous recommissioned after a long refit. The nuclear-powered Fleet submarine has now begun to work-up and will later join the Third Submarine Squadron at Faslane.

Mrs. J. Morris, wife of the Secretary of State for Wales, cut the traditional cake with the help of RO David Hope.

Picture: CPO(Phot) Ben Cartwright.

Crimond 'on the air'

The Navy Minister (Mr. Patrick Duffy) visited the recently-completed R.N. wireless transmitter station at Crimond in north east Scotland, where he commissioned a new service for the Fleet by switching on the low frequency transmitters.

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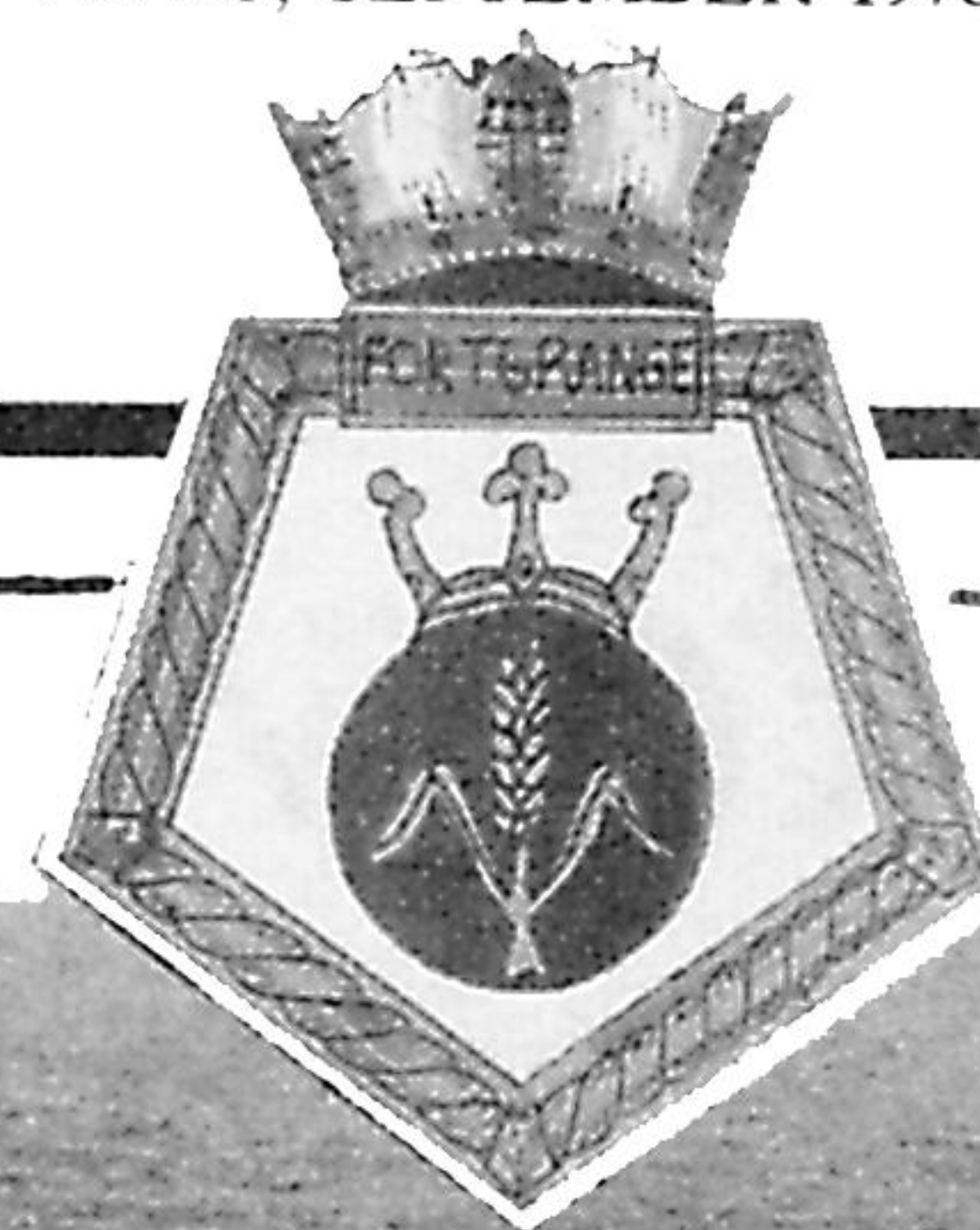
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Link with Palmerston

Fort Grange is named after one of a ring of forts circling Portsmouth and Gosport referred to locally as "Palmerston's Follies."

Built in 1860, when Lord Palmerston was Prime Minister, they were to protect the coast against anticipated invasion by the French.

When this threat receded they were taken over first by the Royal Garrison Artillery and in 1914 by the newly formed Royal Flying Corps. On the declaration of war, Fort Grange and Grange Field were granted to the Admiralty as a training base for the first Naval Air Squadron.

SEA KINGS HOLD FORT FOR R.F.A.



Setting an exciting pace for Royal Fleet Auxiliary vessels of the 1980s, the new replenishment ship Fort Grange is a trendsetter in more respects than one.

She is preparing the way for her sister ship Fort Austin to follow her into service, and for their expanding role with the Royal Navy.

Built by Scott-Lithgow Ltd., at Greenock, the Fort Grange is remarkably trim for one of the largest Royal Navy stores support ships. She is the first R.F.A. vessel to carry the powerful Royal Navy

anti-submarine Sea King helicopter on a permanent basis.

If the Sea King gives her a new-found ability to track and kill submarines, this in no way diminishes her replenishment role — in fact it enhances and extends it by enabling her to protect herself and, if necessary, the warships she replenishes.

Designed to supply food, ammunition, spares, clothing and other items, the Fort Grange has the latest replenishment equipment to enable her to transfer these stores while under way. Her Sea King helicopter, besides pro-

viding a defence against submarines, will also be used to lift stores.

From the Ark

Powered by a single Scott-Sulzer diesel engine, the Fort Grange can travel at more than 20 knots and is fitted with a bow thruster to give additional manoeuvrability in confined waters. She can operate in nuclear fall-out conditions and has hangar space for up to four large helicopters.

Three Sea King helicopters of 824 Naval Air Squadron have already completed intensive flying trials from the Fort Grange. The trials took place earlier this year when the Ark Royal was exercising off the coast of Florida and the helicopters transferred from the carrier to the replenishment ship.

Luxury

When H.M.S. Ark Royal finally pays off at the end of the year her Sea Kings, based at R.N. air station Culdrose, will be available for deployment to other suitably-equipped R.F.A. vessels in an anti-submarine role. The Fort Grange Sea King Flight — two Royal Navy officers and 16 ratings — will be permanently embarked.

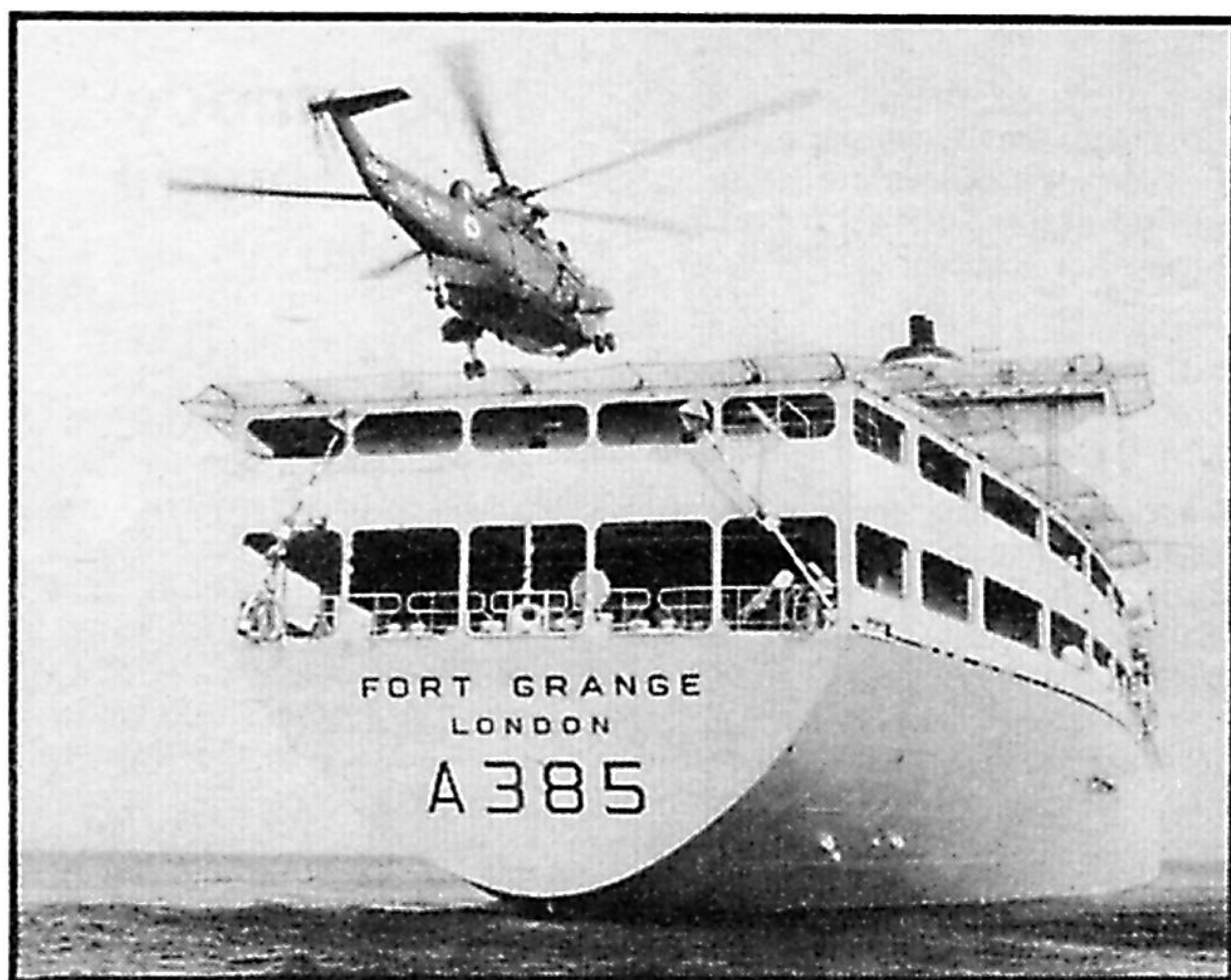
For the Royal Navy ratings the accommodation provided by the Fort Grange is, by warship standards, luxury class. Each sailor has an individual cabin fitted with all mod. cons, from wash basin to reading lamp. All living quarters

and most of the working areas are also air-conditioned.

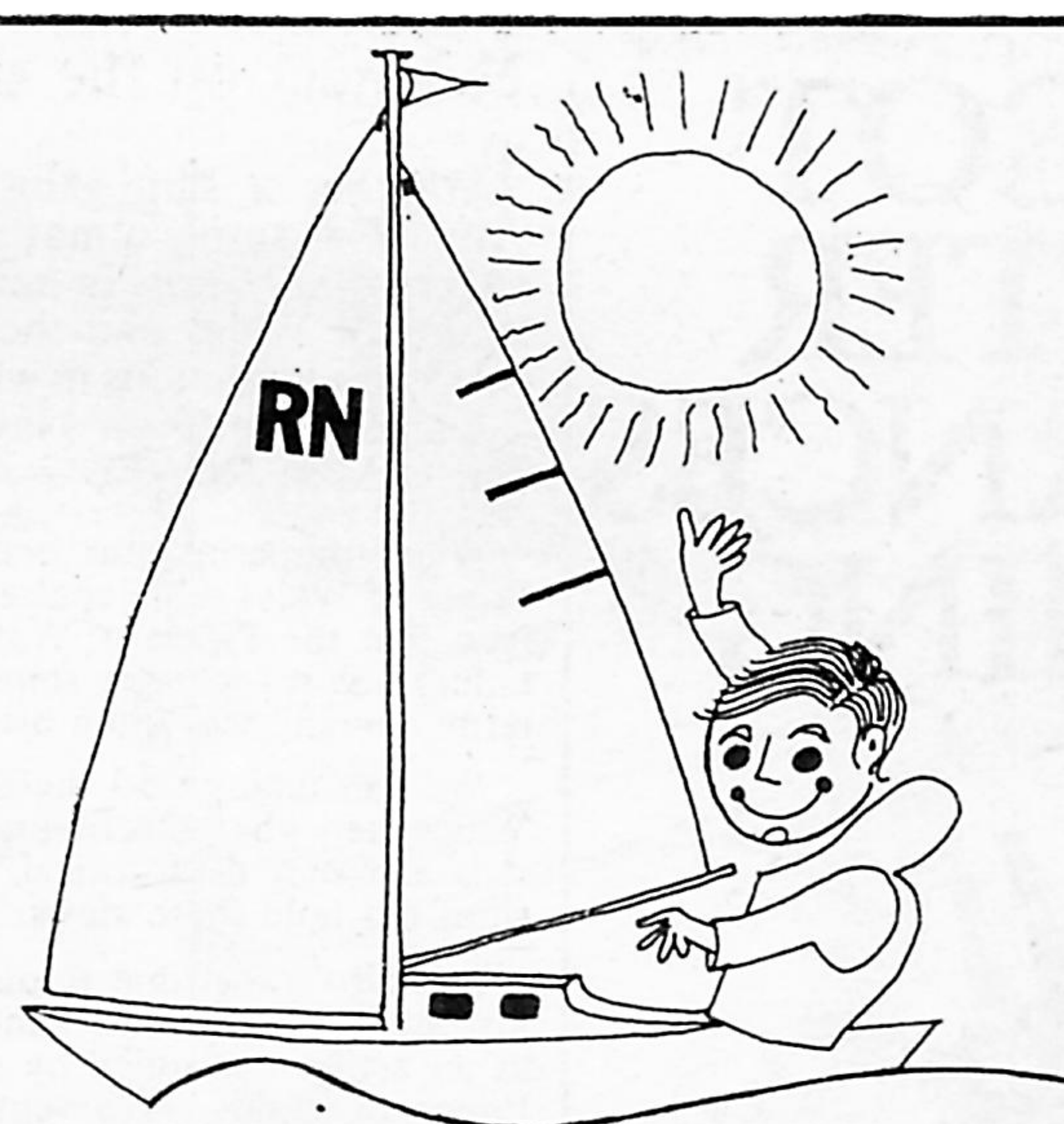
Apart from her naval complement, the Fort Grange, commanded by Capt C. G. Butterworth, is manned by 140 officers and ratings of the Royal Fleet Auxiliary Service and 45 officers and men of the Royal Navy Supply and Transport Service. She can provide for additional personnel in time of war or emergency.

FACTS AND FIGURES

Displacement: 22,000 tonnes. Length: 602ft. Beam: 79ft. Aircraft: Sea King anti-submarine helicopter. Total complement: 180 officers and men of the Royal Fleet Auxiliary Service and civilian members of the Royal Navy Supply and Transport Service; two officers and 16 ratings of the Royal Navy.



Pictures: LA(Phot) Danny du Feu



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Only postcards of ships listed here are available.

Abdiel, Achéron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aungmye, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas,

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Fort Grange, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1975), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun,

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell,

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Silesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu,

A badge to wear with pride

I suspect the heartcry over an officially-recognized emblem for ex-R.N. personnel is because a Naval Association lapel or blazer badge does not necessarily denote that the wearer is an ex or even serving matelot. However, it is only fair to say that many associate members have these associations at heart more than many full members.

One idea is to purchase from a reputable medal and badge manufacturer a tiepin or lapel badge replica of the White Ensign and wear it with the pride we have for our association with the Andrew.

I and many of my friends sport such a badge, though for a slightly different reason.

Up here it has been adopted as the insignia of the North West Federation of Naval Associations.

Because someone does not belong to a naval association, he has not necessarily divested himself of the loyalties acquired in the Royal Navy, but if they don't belong to an association they are missing out on a great deal.

J. Owens
Ex-R.N., R.N.V.R., and R.N.R.
Culceth,
Warrington.

What a good idea

I was very impressed with the suggestion of Mr. G. F. Seymour (June issue) about a badge for ex-R.N. personnel for recognition purposes.

While working at the GPO I met many other ex-sailors of my own service period, 1936-52, making many friends.

R. J. Hollett (ex-R.N.)
Bradford, Yorkshire.

Why no H.M.S. Liverpool?

As a serving Scouser, I am amazed that among all the ships being built, and those recently commissioned, the name H.M.S. Liverpool is not to be found.

As this famous seaport is usually somewhere in Jack's "Top Three" as a U.K. run ashore, and for all its associations with the Royal Navy both in war and peace, surely it isn't asking too much to name a ship Liverpool and so honour a great city. Some other places don't merit a ship's name half as much as this city does.

H.M.S. Aurora.

H. Booth
LRO(G)

Ashanti and Somali

A copy of the photograph of five destroyers taken from the book "Camera at Sea 1939-1945" hangs outside my study. However, the ships following H.M.S. Fury are not of the N-class, but the Tribals Ashanti — of which I was Jimmie at the time — and Somali.

I had always imagined that the occasion was the exercises carried out to practise surface counter-attacks by the 16 Fleet destroyers of the Fighting Destroyer Escort (FDE) before Convoy PQ18 in September, 1942, in which case the two ships in rear would have been of the M-class.

E. A. S. Bailey
Captain, R.N. (retd.).
Ardgour,
by Fort William.

Daughters of the sea?

I am writing to complain that if you are a girl you cannot participate in the "sons of the sea" scheme.

My younger brother will be going to H.M.S. Hermes in August. I think it is unfair that I, because I am a girl, cannot take part. This is sex discrimination.

Sarah Cornelius (13)
Plymouth.

● *Discrimination is not quite the right word, Sarah. The Hermes is "home" to hundreds of sailors who, when off duty, wander in and out of bathrooms in a state of dress which would bring much embarrassment if they suddenly met a young lady. Would you like strange men intruding into your privacy? — Editor.*

The Florida collision

In the July issue of Navy News, the report of two merchant ships colliding east of Gibraltar in thick fog brought back memories of a similar incident at approximately 1600 on April 1, 1931, when the aircraft carrier H.M.S. Glorious collided with the French liner s.s. Florida.

Our fog look-out, John Bicker, was killed, and I believe about 15 passengers in the Florida.

I enclose a photograph of the grave of John Bicker. If there are any relatives they are welcome to it.

R. Swift
(Lieut.-Cdr., retd.)
Attleborough, Norfolk.

LETTERS TO THE EDITOR

Depth charge submarine

The patrol report of H.M. submarine J1, under the command of Lieut.-Cdr. Kennedy, shows that on November 9, 1918, this boat surfaced to carry out a gun action on a German U-boat. Not surprisingly, the U-boat dived, but what is surprising is that the J1 then dropped a D-type depth charge on the U-boat.

If anyone has information or photographs on the J1's depth charge arrangements or close-up photographs of the depth charge throwers and stowage on some of the K-class submarines, I would be pleased to hear from them.

Gus Britton
Assistant Curator.
R.N. Submarine Museum,
H.M.S. Dolphin,
Gosport.

How Prince of Wales got a 'Jonah' tag

May we, as authors of a recent book that has provoked some correspondence about the reputation of H.M.S. Prince of Wales, please comment on the subject.

Whether a ship gains a reputation as a "Jonah" is surely a matter of opinion for the men in other ships. In her sadly short life, the Prince of Wales had the misfortune to take part in major actions in which two much-loved ships of the pre-war Navy — H.M.S. Hood and H.M.S. Repulse — were lost.

When preparing our book on the loss of the Prince of Wales and Repulse, we were told by many men that the Prince of Wales was regarded as an unlucky ship for other ships to sail with, and the term "Jonah" was often used.

We can understand the feelings of ex-Prince of Wales men when this reputation is resurrected, but it is a matter of historical fact that men in other ships did hold these views.

It is also a fact that Repulse survivors, who had just seen their own ship sunk with great loss of life in an action controlled by an admiral aboard the Prince of Wales, gave vent to their feelings and produced ironic cheers when the poor Prince of Wales also went down.

It is no use Prince of Wales men saying this did not happen. They could not know of the reaction of Repulse survivors who were being picked up several miles away.

What is important, now, is that it can be categorically stated that the war-time reputation of H.M.S. Prince of Wales was completely undeserved. She was a fine ship under Captain John Leach, but luck was never on her side.

She fought her two major actions — against the Bismarck in the Atlantic and against the Japanese torpedo bombers off Malaya — under the most unfavourable circumstances.

In the Bismarck action, she lost her partner ship, the Hood, to an early explosion, and, at the very beginning of the action off Malaya, a freak hit by a Japanese torpedo bomber caused a huge list and crippled her electrical capacity.

It was unfortunate that the details of these actions were not known to wartime sailors in other ships.

Martin Middlebrook
Patrick Mahoney
Boston, Lincs.

The bonus 'cheat'

In reply to COEMN(L) Thompson's letter (July issue) regarding the Navy's eligibility for a productivity bonus, it should be pointed out that productivity bonuses in the private and public sectors are self-financing, i.e. bonus is paid for cash saved.

This should be planned and budgeted prospectively, which invalidates Chief Thompson's argument.

However, recent practice shows us that (often for political reasons) the date of such an agreement is made retrospectively — to when the savings were commenced. This practice is somewhat unethical, and "cheats" the current pay policy.

Does Chief Thompson believe that the Navy could withstand the further savings necessary to finance such a deal? Or would he want the Armed Forces Pay Review Body to enter into some phoney arrangement with the Government in order to "get around" the present day guidelines?

D. J. Shannon, AMIMH
(ex-AB)
London, W5.

Hood model is sought

I wonder if any of your readers knows the whereabouts of a model of H.M.S. Hood, built by the shipbuilders, John Brown of Clydebank, in 1920? It was presented to the Hood and refurbished by my late father.

The model was 18 feet long, weighing about two tons, and is not to be confused with a similar one by Bassett Lowke in 1938, nor the one in the Imperial War Museum.

D. R. Sharpe
Royal Tunbridge Wells.

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Machine guns and tears?

Memory plays strange tricks, and fellow-survivors will share my surprise on learning that ex-Gunlayer C. E. S. Collier (July) "saw many a tear when Captain Leach was machine-gunned on the quarterdeck as the Prince of Wales was sinking."

This is the first time I have ever heard of any machine gunning in all the 37 years since the ship went down. Nor is the machine gunning mentioned in any account yet published.

Captain Leach did briefly visit the quarterdeck during a lull in the action, but whenever we were under attack, and certainly when the ship was going down, he was where the captain of any ship has to be at such times — on his compass platform.

As for tears being shed, everyone I saw seemed to be in deplorably high spirits, as Jack invariably is when up against it. That's what makes the Navy what it is.

On my Carley raft the only bitter complaint was that our unscrupulous assailants had chosen tot-time for launching their attack — though we managed to suppress our tears even over this foul atrocity.

Plymouth.

Bernard Campion

Admiral inspects a winning combination

"Should we let a thing like this come between us?" Vice-Admiral A. D. Cassidi, Flag Officer Naval Air Command, inspects the combined H.M.S. Heron - H.M.S. Osprey Volunteer Band at Divisions. The band was second to H.M.S. Collingwood at the R.N. Volunteer Band Festival, and won the Bambara Trophy as the best-placed Naval Air Command entry.
Picture: LA(Phot) T. J. Tierney.



JACK

by TUGG


BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

COMPLAINTS! DRIPS!

Demands! Drips! Complaints! So this is the contagious bandwagon that the Royal Navy has jumped on. I wonder whether they can get off.

The focal (or vocal) point for many seems to be pay, but this could be just the visible outburst of a series of dissatisfactions.

How about: the sea/shore ratio of the Seaman Branch; the bachelor's food and accommodation charges; the shortage of visits for the young sailor; the technicians' and operators' lack of up-to-date equipment; then

that feeling of being worked more and more for less and less reward.

So what! To protest, to demand, is the sign of the times. This is the decade for "more." And this style of communication will continue until someone not only takes notice and reacts, but also tells everyone that he has.

Navy News should not be allowed to become a mouthpiece or a sounding board for either "side," but remain as the unbiased onlooker with a critical eye.

A revival of positive two-way communication could easily take the heat out of protests that are flying around. It would allow our senior officers to have first-hand information, not second-hand impressions, to use to improve our future.

O.H.M.S.

H.M.S. Jupiter.

And inane remarks!

I have become steadily more frustrated by the inane remarks you make whenever anybody writes on matters such as paying for food which they don't eat, and not getting separation pay when it takes eight hours to travel home.

In July Navy News we read idiotic comments about having the "X" factor to compensate for these anomalies. Perhaps you haven't heard that the Military Salary is comparable to civilian earnings plus a 10 per cent "X" factor.

The Armed Forces Pay Review Body reported this year that the Forces are, on average, 32 per cent behind their civilian counterparts.

Even taking into account the 13 per cent Forces pay rise this year, that would still leave them 19 per cent behind. It therefore follows that no "X" factor is paid.

H. I. Axton (CCY)

Portsmouth.

● The official reply to the above point of view is that the average person in the Forces now has 85 per cent of his full comparability pay, and therefore has 85 per cent of his "X" factor. Whether the amount by which pay remains to be made up is called "minus X factor," or "shortfall," or an outrageous imposition, or a contribution to the nation's battle against inflation, is a matter for personal choice.

Sorry about the "inane remarks." Navy News endeavours to give all points of view (including official) and readers must then form their own conclusions. — Editor.

■ The 'China Jewel'

Does any reader know the fate of the "China Jewel?" This was the glass of a pre-war torch (shaped like the tip of an egg) and mounted on a piece of velvet.

As the torpedo gunners' mates of the China Fleet used to meet regularly in the China Fleet Club, Hong Kong, the "Jewel"

would duly be produced and a convivial evening would ensue.

I left the China Station in 1948, and during my stay there I was the holder. I passed it on to another TGM, but have not heard of it since then.

J. C. Day

Portsmouth.

ASSISTANCE TO AUTHORS

John Logan, Post Office Box 1288, Hamilton 5, Bermuda, is researching the game of rugby in Bermuda with a view to publishing a history and seeks help in reference to the R.N. contribution. "I have a record of an Army game played on February 24, 1879. Can the R.N. beat this?"

Michael A. Houghton, Ground Floor Flat, 135, Grove Street, Liverpool L7 7AF, seeks information about the brief wartime service of H.M. troopship Eterick, torpedoed off Gibraltar on November 8, 1942.

B. P. Fiddler, 74, Derwent Road, War-

ington, Cheshire, WA4 6AZ, would be grateful for information about the Royal Naval air station Stretton (H.M.S. Blackcap), including details of the Duke of Edinburgh's visit in 1956.

Adrian R. Hoblyn, 7, Rashleigh Avenue, Colebrook, Plympton, Plymouth PL7 4DA, wants information on post-war A-class submarines from readers who served and worked in them. Photographs would be appreciated, and details on when and where the submarines went to breakers. (Work telephone: Devonport Naval Base extension 3135).

Medical Branch changes for the better

I write in support of ex-CPOMA Hinton (July) in his sentiments that the widespread changes in the Medical Branch are in the interests of branch members.

Despite this, I feel he is underrating the capabilities of the "nurses." Any Medical Branch trainee is expected to study such varied subjects as first aid, nursing, health and hygiene, NBCD, pharmacy dispensing,

medical storekeeping, landing parties, medical organization of a ship in action, and casualty evacuation.

Be he an SEN, registered mental nurse or a radiographer, he is still expected to achieve high standards in all these subjects.

It is unfortunate that this move towards a more specialized branch leaves many men with very little sea time. Perhaps it is the lack of a wide scope that prevents most "nurses" and specialists from becoming CPO Hinton's sickbayman. It is certainly not the training.

Perhaps it is time to consider more sea time and general medical work for all Medical Branch ratings.

One of the "new" Medical Branch.

True Grit ■ nursing

If MA Ferguson (June issue) is unduly worried about getting too integrated with the QARNNS and has fears of eventually trading his bellbottoms for a skirt, perhaps he may like to consider the Commando Medical Branch to help redeem his male status.

We in the Commando Branch have as yet never been known to wear skirts, not even the camouflaged variety.

True Grit
LMAs (Cdo) White, Cain and Steel

CTCRM,
Lympstone.

Monthly pay?

Be ready with a Lloyds Bank account

Between August this year and August 1978 all Leading Rates and above will be going over to the system of monthly pay direct to a bank account. If you're one of the servicemen or women involved, you ought to think now about how you're going to manage your money.

For a start, get in touch with your local Lloyds Bank—Lloyds has branches at many Royal Navy establishments and so we've had a lot of experience helping people like you to manage their money.

We can help by giving you a cheque book which means you carry less cash around, regular statements showing how much money you have in your account, facilities for savings—on which interest is paid—and friendly advice when you need it. Allotments can be made through your account so that regular bills, subscriptions, etc., are paid automatically.

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HELPING HANDS . . . HELPING HANDS . . . HELPING HANDS



Left — In or out of uniform, Wrens at the Britannia Royal Naval College, Dartmouth, who took part in a sponsored swim (see story below) make a pretty picture. They are (back, left to right) CWren Lewis, LWrens Smithson and Clements, Officer Cadets Price, Watterson, Martin, Jenkins, and Holdrup, POWren Brittle and OC Mercer. Front — OCs Moore, Meechan, Mott, Toon, Gowen, Phillpotts, and Wilman.

Picture: Charles Risk.

★!?!\$! good way to raise money!

They watch their language so carefully in the regulating staff mess of H.M.S. Pembroke that even the name of the *!%? box, which raised £500 to buy comforts for children in the renal units of Guys Hospital, London, is not mentioned out loud.

The *!%? box was introduced 18 months ago, but FMAA Cyril Martin, mess president, insists it was not mess members that *!%? so much as their guests.

Explained Mr. Martin: "At least 10p was put in for really naughty words like *!%?, and smaller amounts for milder expletives like ?*%?! and &!%!. *!%? words in the Pembroke mess resulted in another £500 in coins going into their "Roo Fund" — so-called after the plastic kangaroo collecting box. This was given to the Guide Dogs for the Blind Association.

Said a spokesman at Chatham Naval headquarters: "It's a *!%? good effort, and the regulating staff are to be %£'?? congratulated — a comment which, I suppose, will cost me 20 *%!/£ pence."

Eighteen members of No. 14 SD pre - qualifying course at the Britannia Royal Naval College collected and renovated 1,700 toys for children in homes in the Torbay area and for Dartmouth toy library. The toys were given to the WRVS for re-distribution.

Dartmouth WRNS have also been busily engaged in a sponsored swim. Four ship's company Wrens and 13 members of the WRNS officers' training course (see picture) raised £450 for the WRNS Benevolent Trust by swimming 296 lengths.

A sponsored swim by the ship's company of H.M.S. Raleigh, plus a grant from the establishment welfare fund, resulted in a cheque for £1,217.93 for the Plymouth branch of the Friends of the Disabled.

Darts matches, raffles, and the magic swearbox at Cox's Hotel, Portsmouth, raised £300 for the German Shepherd Wel-

fare Fund, which looks after homeless dogs. Support for the fund came from members of H.M.S. Ardent's ship's company, and from COEL Stuart Fletcher of H.M.S. Intrepid. Last year the pub raised £394 for muscular dystrophy.

Twenty-six senior and junior rates marched the 98 miles from H.M.S. Bristol in Portsmouth naval base to rejoin the ship at Avonmouth — and to raise in sponsorship money more than £1,330 required for a cardiac machine for Bristol Royal Infirmary.

Five-year-old Claire Benham, whose fight to buy a "bionic" hand inspired sailors from H.M.S. Kent to raise money by pushing a bed from Portsmouth to Brighton, had the time of her life when she visited the ship. Claire saw inside a gun turret and the ship's helicopters and finished her tour by taking tea in the captain's cabin where a £262 cheque was presented towards the cost of the hand.

Picnic meals in the garden are now a reality for the children of South Africa Lodge, the R.N. and R.M. home at Waterloo-ville. The ship's welfare fund of H.M.S. Tiger has provided the home with garden tables and benches, and a cheque, to the combined value of £600.

Chips are on the menu again at the Toc H Children's Home, Rhyl, North Wales, thanks to H.M.S. Rhyl, which has adopted the home, and presented it with a £300 deep fat fryer to replace one condemned.

WHEREVER YOU ARE, MAKE SURE YOU CAN VOTE.

If you are a member of the Armed Forces, or the wife or husband of a member of the Armed Forces, you can only vote if you are registered as a service voter.

Once registered as a Service Voter you do not need to register again for as long as you (or your husband or wife) remain in the Armed Forces.

You will also be sure of your vote wherever you may be living. But did you register last year?

Registration forms will be distributed to you during August. If you did not register last year, complete the form and send it to the Electoral Registration Officer

for the area in which you wish to register as soon as possible. It must be signed and dated by 10th October (15th September for Northern Ireland Constituencies) if your name is to be included on next year's register.

You should receive your registration forms by the beginning of September. If you do not, they can be obtained from Service Units or, in case of difficulty, from your local Electoral Registration Officer.

It's your vote X don't lose it!

Issued by the Home Office.



When word got out that sailors from the Fleet submarine H.M.S. CHURCHILL were collecting ring-pulls from beer cans (and soft drinks) to raise money for a kidney machine for the West of Scotland Health Area, the United States Navy added 15,000 to the 35,000 (value about £35) gathered by the submariners. Pictured here are sailors from the Churchill at the U.S.N. headquarters, London, receiving the U.S. contribution. They are (from left) MEM Kevin Moore, Lieut. Patrick Browning, Capt. Bailey U.S.N., Mech Ted King, REA Michael McCormick, and LS John Elliott.

WTR David Hayhoe, serving in H.M.S. HERMES, is also collecting ring-pulls for an appeal by the Lions Club of Wymondham, Norfolk, to provide a kidney machine for the Norfolk and Norwich Hospital. He would be happy to receive a few more to add to his 100,000!

PLYMOUTH A STAR IN CANADA

H.M.S. Plymouth found herself well and truly in the limelight when she visited Prince Edward Island, Canada — with a warm welcome, television coverage, and a major role in the Summerside Carnival.

Having left the U.K. with H.M. ships Ajax and Active, taking the great circle route across the Atlantic, the Plymouth re-fuelled from R.F.A. Pearlleaf coincidentally on the exact 16th anniversary of the day in 1962 when the frigate, then on her first commission, towed the Pearlleaf across the Indian Ocean into Trincomalee.

On arrival in St John's, Newfoundland, a reception was held on the Ajax flight deck. Then the Plymouth sailed alone for Summerside, where she met with great interest and hospitality.

There were receptions for junior ratings at the Canadian Forces Base and for the commanding officer (Cdr. K. H. Day) and officers at a new Waterfront Complex, hosted by the mayor and the Summerside Lobster Carnival Committee, followed by a celebrity lobster dinner at which Cdr. Day was one of the celebrities and which was partly televised by the local station.

On the following day a Plymouth guard and two platoons of 64 each joined a three-mile, rain-soaked carnival procession, followed by a Canadian Forces Base reception for CPOs and POs and the carnival's official opening attended by the officers — and at which the commanding officer was again a celebrity, his speech of appreciation being televised.

The ship was opened to visitors on two afternoons and the ship was floodlit each evening.

A large crowd waved the ship off when she left Prince Edward Island for Halifax, Nova Scotia, via the Cut of Canso, which is claimed to be smallest canal in the world.

'Big Apple'

Halifax was an operational visit, coinciding with a joint R.N. and Royal Canadian Navy exercise, called Marcot.

On August 5, the ship arrived at Bridgeport, Connecticut, for a five-day stay which included a busy programme of receptions and visits. Many people took advantage of the closeness of New York and took a train ride to the "Big Apple."

The Plymouth had more than her share of sporting success on the deployment, including the first rugby victory over St John's All Stars by any visiting warship.

'The Andrew'

After receiving generous grants from the Nuffield Trust, Fleet Amenities Fund and Sailors' Fund, members of the staff of the Commander-in-Chief Naval Home Command have placed an order with Calcutt Boats, near Rugby, for a 50ft., ten-berth narrowboat.

To be called "The Andrew," the boat will be ready next spring and will be primarily for use by Naval Home Command serving personnel for adventurous training expeditions.



H.M.S. Hydra had a "flag day" in Portsmouth when two winners of the Queen's Award for Export Achievement got together. They Hydrographic Department of the Royal Navy

and the Sidcup flagmakers Black and Edgington both received the award in 1978, so it was a doubly happy event when the company presented an official Queen's Award flag to the ocean-going survey ship. Our picture shows RO Bronston hoisting the flag after

Mrs. Dorothy Huggins, wife of Black and Edgington's sales manager, had presented it to Cdr. Robert Halliday, commanding officer of the Hydra, which was taking part in this year's Portsmouth Navy Days.

Picture: LA(Phot) Gordon Ford.

Devonshire farewell

H.M.S. Devonshire's White Ensign was hauled down at the end of July after 16 years' Royal Navy service. As reported last month, the ship is expected to join the Egyptian Navy after work in a British shipyard.

For the paying-off ceremony the commanding officer (Capt. Andrew Buchanan) was piped ashore to take salute at divisions, fallen in beside the destroyer at Portsmouth. Last to be inspected was the ship's Volunteer Band, claimed to be unique as the only Bluejacket band to have flourished throughout the entire life of any of this destroyer class.

It was a moving moment for many, young and not - so - young, as the band played Sunset while the White Ensign came down for the last time. Then ship's company members, having marched past led by the guard and band, lined the route to cheer Capt. and Mrs. Buchanan on their way, before returning on board to the call of "Up Spirits" to say goodbye to a fine ship in traditional style.

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Let us spray!



Spray flies as WRNR third officers Moira Noble (H.M.S. Claverhouse) and Marelyn Butterworth (H.M.S. Vivid) practise fire-fighting techniques during the final phase of their two-day course at Phoenix NBCD and Firefighting School, H.M.S. Excellent. Although the women's course lasts for half a day only, the two Reserve officers completed a full, advanced course.

Picture: Wren (Phot) Gwyn Lloyd.

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APPOINTMENTS

The new Flag Officer Submarines and COMSUBEAST-LANT is to be Rear-Admiral R. R. Squires, who succeeds Rear-Admiral J. D. E. Fieldhouse in December.

Rear-Admiral Squires has commanded H.M. submarines Aurochs, Aeneas, Porpoise and Dreadnought, as well as the 3rd Submarine Squadron, and other appointments have included command of H.M. ships Eastbourne, Hermione, Bristol and Ajax. He has also been Captain of the 5th and 8th Frigate Squadrons.

Currently he is Flag Officer First Flotilla, in which appointment he will be succeeded in October by Capt. D. J. Hallifax in the acting rank of rear-admiral.

Capt. Hallifax, who will be promoted to the substantive rank of rear-admiral in January, commanded H.M.S. Agincourt during the Indonesian confrontation. He has also commanded H.M.S. Fife and in 1975 became Director of Naval Operational Requirements. In February this year he was appointed a member of the Admiralty Interview Board.

SEA TRAINING

Capt. A. J. Whetstone is to be Flag Officer Sea Training in the acting rank of rear-admiral in November and will be promoted to the substantive rank next January.

His appointments have included Flotilla Operations Officer to Flag Officer Submarines and command of the Starboard crew of the

Polaris submarine H.M.S. Repulse. Later he commanded H.M.S. Juno before becoming Chief of Staff to FOSM, and last year he took command of H.M.S. Norfolk.

Other appointments recently announced include:

Capt. G. G. W. Hayhoe. Dolphin in command and Capt. 1st SM Squadron. February 27.

Capt. R. O. Morris. Hydra in command. January 25.

Capt. G. M. Tullis. Phoebe in command. December 6.

Capt. A. Checkfield. Capt. of the Port and Queen's Harbourmaster Plymouth. October 13.

Capt. M. C. Clapp. Naval Director Joint Maritime Operational Training Staff and in command Naval Element JMOTS R.A.F. Turnhouse. January 25.

Capt. M. F. Simpson. Superintendent RNAY Fleetlands. October 13.

Cdr. T. S. Taylor. Bronington in command September 29 and as Snr Officer 2nd MCM Squadron in contr.

Cdr. R. E. Woolgar. Zulu. January 9 and in command.

Cdr. M. Bickley. Juno. January 9 and in command.

Cdr. C. S. Gobey. Hecate in command. September 16.

Cdr. B. N. Barrett. Abdiel December 19 and in command and as Snr Officer 1st MCM Squadron.

Lieut.-Cdr. W. A. Nicholson. Fox in command. December 2.

Lieut.-Cdr. T. Brydon. Staff Officer Tay Div. R.N.R., and in command R.N. Perm. Staff in contr., and Upton in command. October 30.

Lieut.-Cdr. P. Banyard. Woodlark in command. October 23.

Lieut.-Cdr. G. B. Webb. Torquay in command. December 19.

Lieut. J. D. Plummer. Lewiston September 25 and in command.

OBITUARIES

S. N. Burgess-Driver. REM2. H.M.S. Dolphin. June 4.

G. E. Powell. POAF(O) H.M.S. Mercury. July 27.

P. R. Maddox. OEM1. H.M.S. Norfolk. July 29.

K. Parsons. AB(M). H.M.S. Royal Arthur. August 3.

B. Henderson. NAM. H.M.S. Ark Royal. August 7.

P. Robson. RS. H.M.S. Neptune. August 10.

A. D. Cooke. A/CPL., R.M. CTCRM. August 12.

Arthur (Robbie) Roberts. Ex-CMEM. Last served in H.M.S. Matapan and R.N.B., Portsmouth.

W. H. (Bill) Symmons. Lieut R.N. (ret.). Former Navy and England rifle and revolver shot and officer-in-charge, Tipner Range. Died July 28.

TWO PAGES FOR FAMILIES

Curing those hiccups . . .

Whenever Drafty places his hand on his heart and explains in wide-eyed honesty how his organization at H.M.S. Centurion bends backwards to send sailors where they want to serve, a few readers bite back with a caustic, "Well, what about me then?"

The article, "Where do all the Birdies go?" brought letters from two wives about the Fleet Air Arm drafting system, and in each case the husband appeared to have had a raw deal.

One of them said her husband had a draft chit last November, another in February, and now has a third, despite the fact that the first chit said "over six months."

The other's main criticism was that her husband "by the time he gets another draft will have spent five and a half years in a non-preference area."

Drafty's organization is always very helpful in trying to answer these queries, but drafting is such a personal thing that every man's case is different.

For instance, in reference to the matter of the three quick drafts, Drafty can only say, "It sounds improbable, but was there some training requirement involved?"

One of the non-preferences in the second letter included one to Yeovilton.

"But," Drafty points out, "it is within commuting distance of Portland where the husband said he wanted to buy a house."

Tell the system

What it all boils down to is this: Drafty cannot give a proper reply without knowing the full record in each case.

Navy News would be the last to advise readers "Don't bother us," but in the case of drafting problems it is far better that the system should be told when there appears to be a hiccup.

There is absolutely no reason why a rating should be reluctant to go to his divisional officer and say, "I feel that my drafting is unfair. Would you please

ask for an explanation in case I am not filling in my forms correctly."

An explanation WILL be given, and this can be passed on to the wife.

Hopefully this will clear the air, but if a sailor still feels that his experience indicates that the system can be unfair, or can be improved, then the channel to Navy News is always open. And should be.

'Better for morale'

A third letter, in reference to the same "Birdies" article, was from a rating who said he owned a house in Cornwall, and had a draft to a Chatham-based ship.

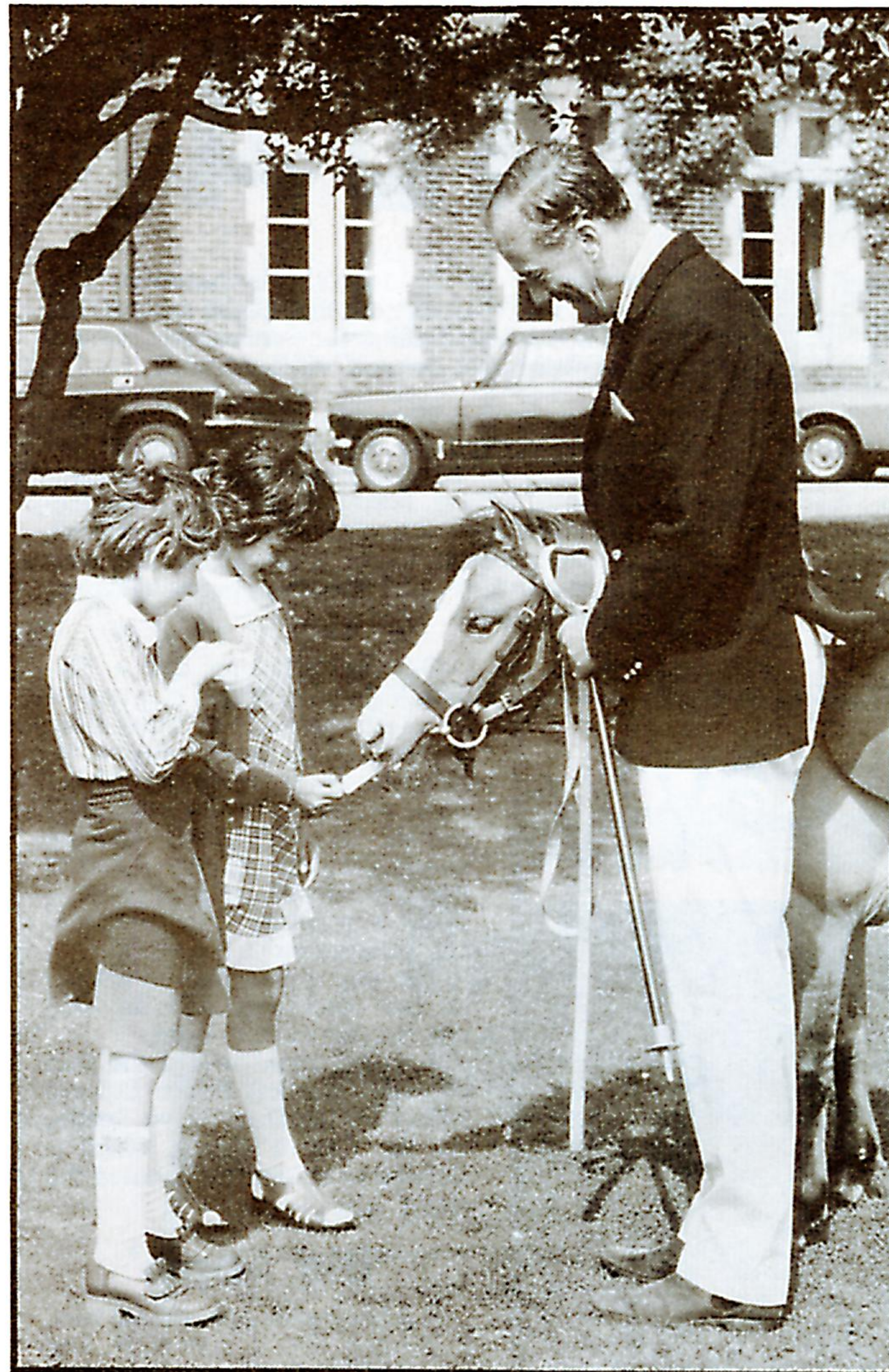
"Inconsiderate," he says, adding, "Surely it would be better for morale, and therefore efficiency, if we reverted to the more personal system of port drafting authorities."

Again, Drafty would like to know his name so that he could look at the way the Drafting Preference Card was completed.

"It sounds very much like a badly-completed DPC," says Drafty. "Although a man may state on his DPC that he owns a house in Cornwall, he must also enter his base port preference on the card."

"Some men actually volunteer for a non-preference area ship in order to increase their chances of getting their first preference when they are next due for shore service!"

"Another common reason for an out-of-preference ship is when a rating has the wrong expertise. For instance, there is less chance for a DLG-experienced man to get a Devonport ship when all DLGs are based at Portsmouth."



IT SURE BEATS HAY!

A hard-working pony called Mandy spent most of her time at H.M.S. Excellent's mini-sports gala giving rides to the children. But here it's time for refreshments, supplied by Sarah Nolan (daughter of CPO Nolan, of the Sailing Centre) and Lisa Clark (daughter of Lieut. Clark, CWT). Holding the pony is the Captain of H.M.S. Excellent (Capt. Peter Lucas).

CALLING ALL SCOTS!

Radio Clyde's family programme Worldwide, hosted by Tom Ferrie, goes on the air from September until May next year, with two-hour Sunday lunchtime editions featuring greetings, requests and messages for families and friends at home.

During Worldwide's last series many places around the world were linked up live. Next target for the programme's team is the Far East, with a special effort being made to contact as many Scots as possible in the Service.

Those interested should contact Radio Clyde, whose address is Ranken House, Blythswood Court, Anderston Cross Centre, Glasgow, G2 7LB.

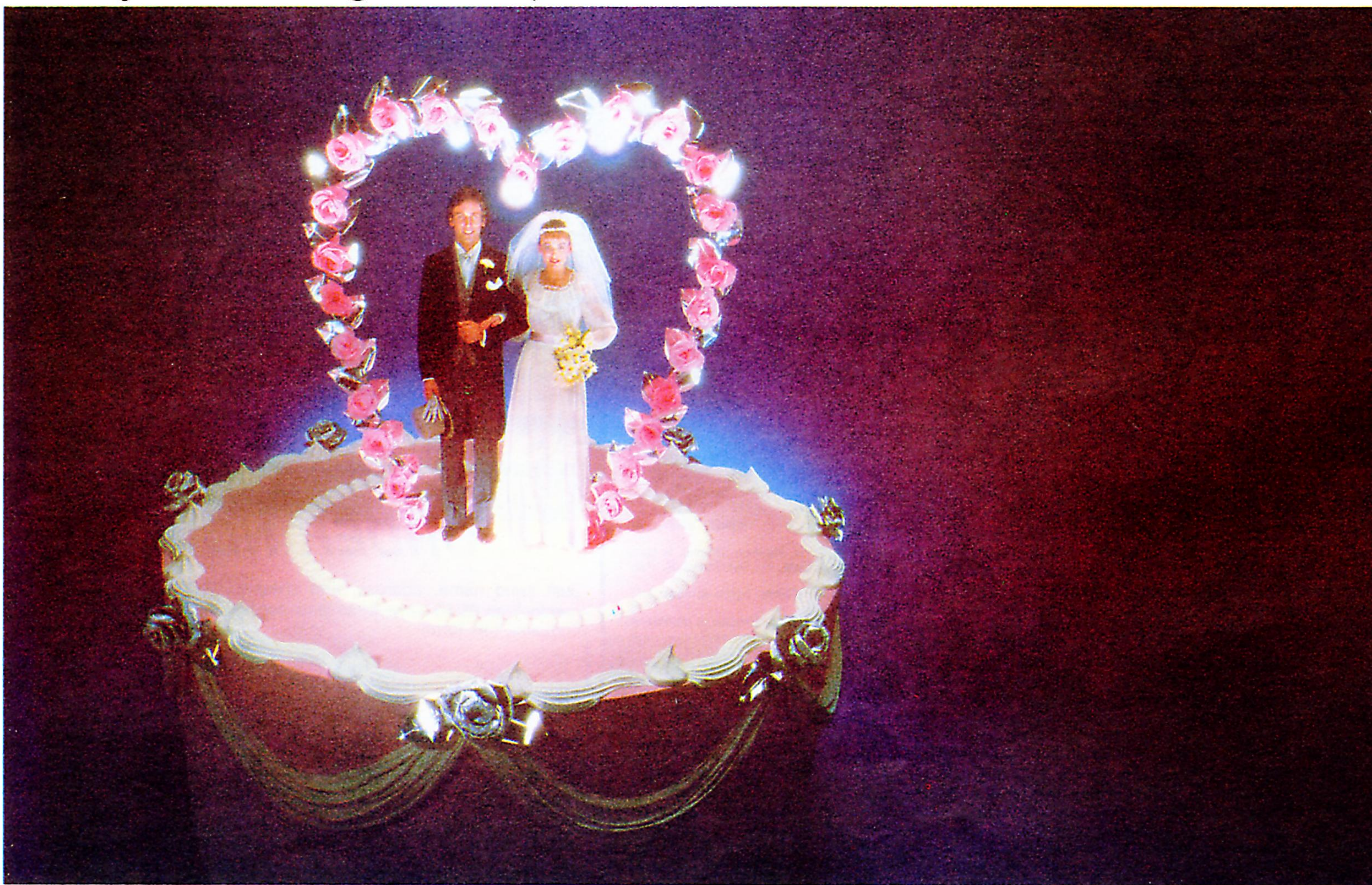
New rates of school allowance

Many servicemen and their wives continue to place their children in boarding schools to ensure a continuity of school for the offspring.

Like other costs these days the fees rise, but the allowance available goes up as well.

The new maximum rates of boarding school allowance from August 31 are: First and second child, £1,182 a year each (previously £1,062); third child, £1,407 (£1,266); fourth and subsequent children £1,464 (£1,317).

Are you thinking about a joint account?



Look at it this way.
You'll have a joint home
and a joint car.
Joint bills
and joint housekeeping.
So you're absolutely right
to be thinking about
a joint account.
All you have to do is ask here



Ark tragedy: Parents tell of help and kindness

The parents of 18-year-old REM(A) Gary Doggett, of 809 Squadron H.M.S. Ark Royal, who died in hospital in Jacksonville, Florida, after an airfield accident at Cecil Fields, have written to express their sincere gratitude to the many people and organisations who helped after their son's accident, and in their bereavement.

After the accident, the Naval Welfare organisation at Portsmouth were quickly involved in arrangements to fly the parents to the United States, the R.A.F. sent a car to take them from Suffolk to London, and the Army arranged passports and visas.

By the same evening the parents were on a flight to Florida, where next morning they were met by squadron officers and taken to the Medical Centre, NAS Jacksonville, to see their son.

LOOKED AFTER

"The Navy housed us in a motel a few miles from the hospital and provided transport for us to travel to and from the hospital as we wished," write Mr. and Mrs. Doggett.

"We were well looked after by the Royal Navy, U.S. Navy and American Red Cross. Several of Gary's friends came to visit us and we were invited on board the Ark Royal to meet the captain and his senior officers.

"The American people were unbelievably kind during the three weeks we were there and back home Nelson Welfare and R.A.F. Honington were keeping our family in the picture."

The parents also paid tribute to the hospital care Gary received but sadly, after a three-week fight to save his life, he died. The body was flown back to Britain for the funeral at Bures, Suffolk.

Disco's £90

A disco held in the Collingwood Club at H.M.S. Collingwood in aid of SSAFA raised more than £90. Nearly 400 people attended the event.

Help from club with a big heart

The financial facts of the much-appreciated help given by the Variety Club of Great Britain to naval children in need makes impressive reading.

As an organisation whose sole aim is aiding children in need, the Variety Club covers the entire spectrum of the handicapped, the orphaned, the hospitalized, the maladjusted and emotionally disturbed, the distressed and those in any way deprived.

In recent years over 400 organisations catering for over 300,000 children have benefited from the fine work of the club, including the provision of coaches and ambulances for hospitals and children's homes; special equipment for the disabled; holidays and outings for orphaned and underprivileged children; and Christmas toys for poor children and those in hospital.

Donations

The club also makes substantial donations to research projects into the causes of and cures for children's diseases, and direct grants to children with crippling ailments.

In addition to the presentation

of the Sunshine coach to the R.N. and R.M. Children's Home at Waterloo, the home received £2,000 last year to assist with the provision of essential fire precautions.

Since 1972, the Variety Club has made regular and generous allocations to the Royal Naval Benevolent Trust and these now total over £16,000 (including £3,000 for 1978). The establishment of the R.N.B.T.'s Variety Club of Great Britain Special Cases Account has significantly helped the Trust in its work of affording much-needed assistance to naval orphans (and children deprived of long-term parental care) in need or distress.

This year the Nore R.N. and R.M. Children's Trust was allo-

cated £3,000 to provide bursaries for boarding education for children of naval families in need of such care.

In appreciation, the Royal Navy does what it can by entertaining children from schools and homes on visits sponsored by the Variety at Work Committee.

Coaches

In June, 100 children were entertained in Portsmouth Naval Base, visiting H.M.S. Victory and H.M.S. Kent and being given tea in H.M.S. Nelson, while this month 100 children will be visiting the Royal Naval College Greenwich and the Cutty Sark.

Last year ships and establishments contributed £4,600 to Variety to help with the provision of Sunshine coaches for children's homes and hospitals. This money went towards coaches for the Gosport and Fareham Spastics Society and the Hillside School for Boys, Plymouth.



LOVE IS IN THE AIR!

There's a happy feeling in the air for this cheerful family group caught by the camera of LA(Phot) T. J. Tierney at Yeovilton Air Day on August 5. With LA John Sanders are his wife Carol and son Mathew.

TIME FOR A CHAT

There was a busy official programme for the Commander-in-Chief Fleet (Admiral Sir Henry Leach) on a visit to Hong Kong, but he was able to take time off for a drink and chat with naval families when he opened a new community centre at Bonham Towers married quarters. The centre was paid for by the Fleet Amenities Fund and China Fleet Club.



BELAY THAT PIPE!



MEM Sam Paterson's bagpipe solo was evidently not music to the young ears of Paul and David Coggins during H.M.S. Reclaim's families day at Portsmouth. Paul and David are the sons of the diving trials ship's commanding officer, Lieut.-Cdr. John Coggins.

Picture: LA(Phot) Gordon Ford

DEATH OF ROWNER POOL MANAGER

Visitors to Rowner indoor swimming pool will miss sadly the presence of pool manager John Painter, who had contributed immensely to its success, and who died suddenly while climbing Snowdon on July 29.

Ex-CPOPTI Painter's retirement from active service coincided with the opening of the pool in 1972. He combined his knowledge of the needs of a young naval community with swimming expertise and great dedication to ensure that the pool was used to best advantage both by beginners and experts, young and old.

He set high standards and his aim was that all his charges should not be content just to swim, but to swim with style.

Brendan on TV

Fourteen-year-old Brendan Loftus, newscaster on a school radio "station" at Horndean, near Portsmouth, can thank the Royal Navy for helping him to realize his big ambition — to read the news on television.

A letter to the R.N. School of Educational and Training Technology resulted in an invitation to visit the school's closed circuit television studio, where his dream came true.

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If you would like a chat with one of our police careers advisers, why not give us a ring on 01-725 4237.



THE METROPOLITAN POLICE

WHAT A BRAVE BUNCH!

Glasgow firefighters commended

Two members of the Royal Navy and Royal Marines emergency firefighting teams who were on duty in Glasgow during the firemen's strike last winter have been commended by the Commander-in-Chief Naval Home Command, Admiral Sir David Williams.

Olympus leap saves boy



An 18-year-old rating on board H.M.S. Olympus leapt to the rescue of a drowning boy when the submarine was paying a routine visit to Horsens in Denmark.

SEA Neil Draycott (pictured above) was standing sentry on the casing when one of a group of small boys playing on the jetty fell headfirst into the water between the submarine and the jetty.

His head was trapped under the jetty and only one foot was visible.

SEA Draycott jumped to the rescue — almost knocking himself unconscious on the casing of the boat. He dragged the boy free and held his head above water until fellow crew members could pull them on to the casing.

The boy, aged ten, made a quick recovery and after drying out on board the Olympus was able to go home.

One commendation for "considerable courage" goes to RO1 (SM) D. R. Brown, who attempted to find a fellow member of the Kipper One team in a "rapidly deteriorating situation" as they fought a fire in the upper part of a two-storey house on December 3, 1977.

RO1 Brown had been instructed to join his team mate at the top of the stairs and when he could not find him, assumed he was lost in the smoke on the landing. Unbeknown to him, his colleague was outside the house after being driven back by the heat.

Trapped

RO1 Brown went to look for his "lost" colleague and became trapped in an upstairs room. Almost overcome by the heat and smoke, he eventually kicked open the door and collapsed down the stairs.

He suffered first and second degree burns on his neck and hands and severe shock.

The other commendation refers to the exemplary leadership and courage displayed by Lieut. John May R.N., who was in charge of the Kipper Two team.

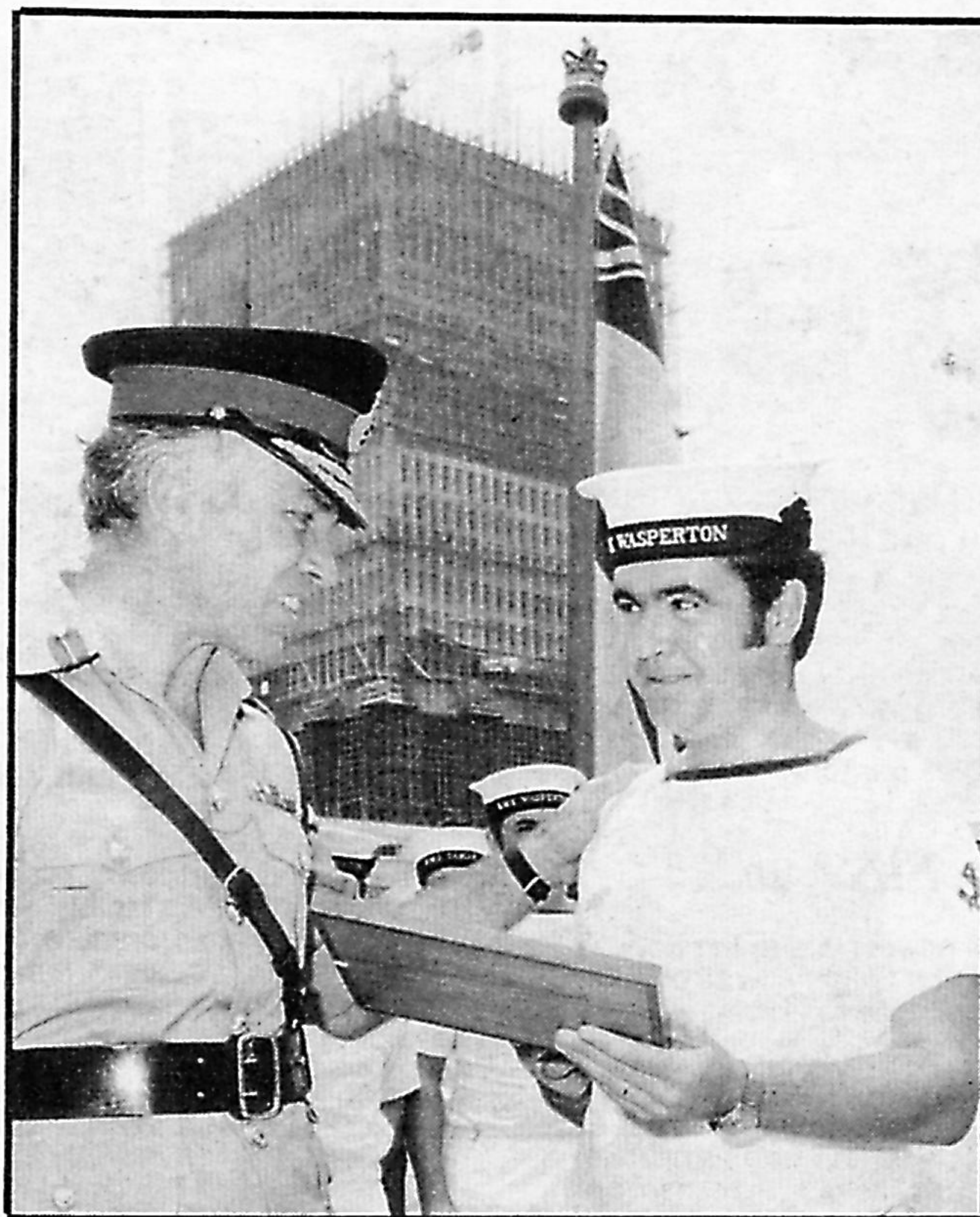
During their period of duty the team answered 20 calls, ten of which involved attempts to save life and provide firefighting assistance, mostly in thick smoke.

Credit

"Throughout this period," says the citation, "the performance of Lieut. May's team was in the highest traditions of the Service. Their determination and enthusiasm brought great credit to the Royal Navy, particularly in the local Press."

"Lieut. May's example inspired and encouraged the young and inexperienced members of his team, while his common sense and concern sustained them in difficult and often harrowing circumstances."

"Although he repeatedly found himself in unusual and alien surroundings he never allowed his determination to falter."



'COOL' RESCUE WINS HONG KONG AWARD

The bravery of a 29-year-old radio operator who risked his life to save a badly-injured Chinese construction worker has been recognized in Hong Kong.

LRO Rip Kirby, serving in H.M.S. Wasperton, senior ship of the Hong Kong Squadron, was presented with the Commendation

of the Commander British Forces Hong Kong by Major-General Roy Redgrave in a ceremony on the ship's sweep-deck.

LRO Kirby was on shore duty at H.M.S. Tamar when a steel cage carrying three Chinese building workers plunged 130ft. from the side of the Headquarters British Forces building, under construction.

Two of the occupants of the cage were drowned when they were thrown into the Tamar basin. The third remained trapped and injured inside the cage, which was balanced precariously on the edge of the basin.

Initiative

LRO Kirby ran to the cage and secured it single-handed until he was relieved by other rescuers. He then ran to a small boat which he manoeuvred under the wreckage to recover the injured man, whom he took ashore for medical attention.

The citation said "LRO Kirby's initiative and cool disregard of his own safety were instrumental in



LMEM David Jagger with his commendation.

R.N.R. rating beat Peterel gas danger

A Royal Naval Reserve rating who risked carbon monoxide poisoning to pump out his ship after a collision received a Commander-in-Chief Fleet's Commendation at his unit, H.M.S. Graham, in Glasgow on July 13.

The presentation was made to LMEM David Jagger on behalf of the Commander-in-Chief Fleet, Admiral Sir Henry Leach, by

Vice-Admiral Cameron Rusby, Flag Officer Scotland and Northern Ireland.

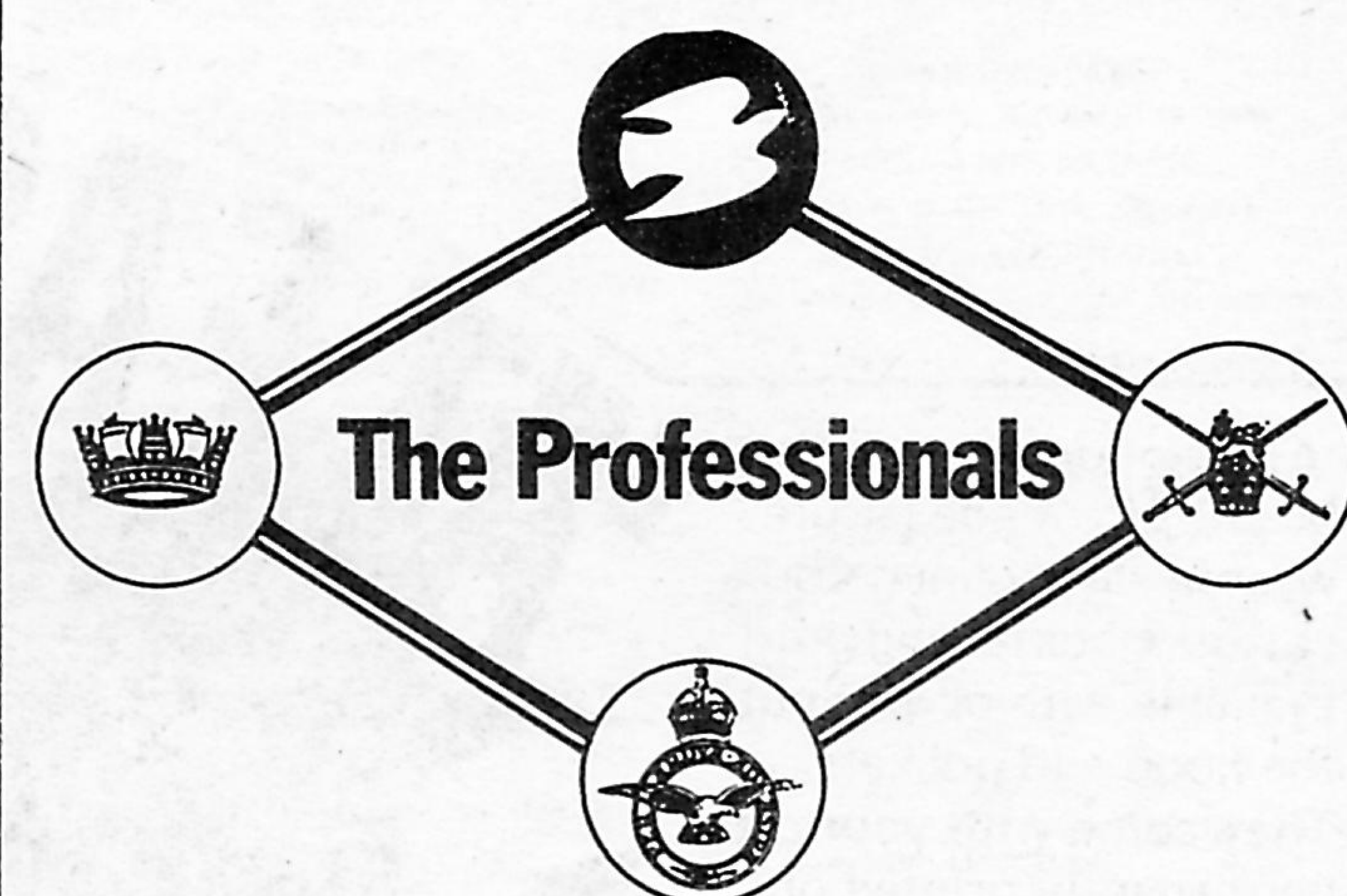
The incident occurred in October, 1977, when LMEM Jagger's ship, the Bird class patrol boat H.M.S. Peterel, was involved in a collision with a buoy off the Goodwin Sands.

LMEM Jagger volunteered to tend a pump after the ship was holed in the gyro compartment and started flooding. He was fitted with a smoke mask and breathing tube and remained alone in the compartment until he located and fitted the exhaust to the pump engine.

PERSEVERANCE

He stayed in charge of the pumping operation for a further hour and 40 minutes until the ship arrived at Ramsgate and when the water level had been reduced he and the coxswain entered the very cold water chest deep to insert wooden wedges into the split in the hull.

LMEM Jagger is commended for his perseverance and strong sense of responsibility.



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Anchored in the roads . . .

Here's a picture to confound the popular theory that ships go under bridges. And the man leaning from the bridge of the ship on the bridge (still with us?) is CCY Don McLean of the R.N. permanent staff in H.M.S. Camperdown.

He and PO Nobby Clarke drove the model MCMV H.M.S. Granton from the Dundee R.N.R. headquarters across the Tay toll bridge to Naughton House in Fife. There the Granton featured at a fete that raised £1,480 for King George's Fund for Sailors.

A week earlier the Granton had caused consternation — and a traffic jam — when it broke down at a Dundee roundabout. Frustrated motorists were told there was a stranded ship ahead!

Picture D. C. Thomson & Co. Ltd.



GET WISE ON DCIs

University challenge

A few days at a university, with fees paid by the Navy Department, provides an opportunity for officers or ratings to gain "further education and instruction which will be useful within the Service."

Details are announced of the courses for the period September, 1978, to January, 1979, the subjects ranging over a wide area of interest.

Besides such titles as safety, personnel management, and computers, the subjects also include horticulture, defence studies, new weapons technologies, avionics developments, and infra-red radiation applications.

DCI (RN) 509

★ Plessey trophy

Chief Aircrewman F. Johnston, Maritime Helicopter Warfare School, Portland, has been awarded the Plessey Marine Air Anti-Submarine Warfare Trophy for 1977.

DCI (RN) 459

★ Medal award

A rescue from freezing sea in the darkness of a February night has gained for OEM1 John

Irvine the award of the Royal Humane Society's Bronze Medal.

The incident happened off the Isle of Man when the liberty boat of H.M.S. Jersey was returning to the ship. A freak wave knocked LRO Christopher James Roberts into the sea.

His lifejacket came off, and as his heavy clothing was taking him down, Irvine dived in, managed to locate his drowning shipmate, and held him up until both were recovered.

DCI (RN) 460

★ Eye danger

Welding hazards come in for special mention in an announcement on the prevention of eye injuries, following a review of the Navy Department range of safety equipment and procedures.

Another process of special danger, "the use of compressed air for removing swarf, dust, dirt, or other particles" is forbidden,

except in cases where it is essential — for example the cleaning of electric motors, in which event the appropriate goggles are to be worn.

DCI (RN) 472

★ First-aid

All newcomers to the Service are to be taught how to perform "expired air resuscitation" and how to treat external bleeding, as part of the R.N. first-aid training requirements.

In ships and establishments, ten per cent. of complement are to be qualified in first aid.

DCI (RN) 498

★ Boilers

Following our item "Boiler warning" in June about gas-fired central heating boilers, and based on a Joint Service DCI, Potterton International Ltd. have written to say: "The FRS 38 and 52 boilers are perfectly safe and



Because of the age and condition of mobile galleys based in the Portsmouth area, they have been withdrawn from use.

In future during ship modernization or rebuild, where there is a shutdown of existing galley, a temporary cooking / catering facility will be provided by the Department of the Environment (unless the establishment can offer alternative arrangements). In the case of galley modernization, alternative arrangements or phased construction will be agreed.

DCI (RN) 500

★ 'Not yet'?

Just what is meant by "now" or "not yet" on advancement papers will vitally affect a sailor's career prospects, and additional guidance is available for the filling in of the necessary forms.

A reprint of Form S264D (instructions for completing Forms S264C) is now being completed and will be available shortly on demand.

DCI (RN) 458

★ CPO board

The next series of selection boards for promotion to chief petty officer in the non-technical branches, and to chief medical technician in the Medical Branch will be held during September and October, 1978.

Since regulations preclude chief petty officers from undergoing mechanic courses, mechanic course candidates who are selected for promotion to chief petty officer have the choice of promotion to CPO, or of retaining their existing rate and going on a mechanic course.

DCI (RN) 494

★ Bush jackets

Stone-coloured bush jackets and trousers, and matching cap-covers are authorised for wear by R.N. officers in certain international headquarters and naval attaché posts.

DCI (RN) 477

★ Muscat medal

Royal Navy and Royal Marines personnel seconded to the forces of the Sultan of Muscat have been granted unrestricted permission to accept and wear the Muscat Victory Medal.

DCI (RN) 493

★ WO info

An announcement re-stating the educational qualifications required for promotion to warrant officer for R.N. and W.R.N.S. ratings includes some additional information and revised arrangements.

DCI (RN) 492

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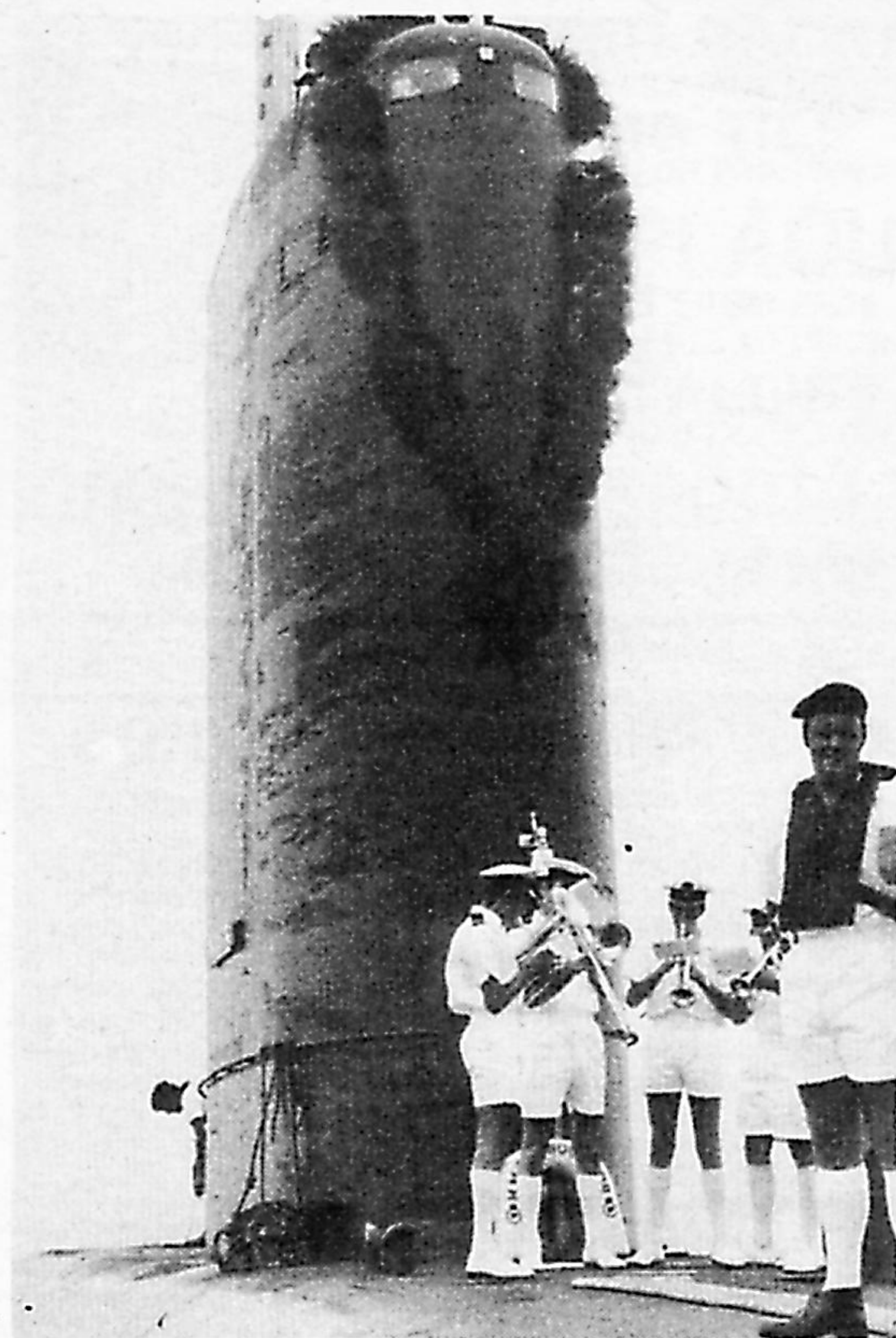
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JACK IN THE PACIFIC

SUNSHINE GROUP SAILS ON



H.M.S. Conqueror sports a Hawaiian garland, presented to her by her U.S. Navy hosts when she arrived at San Diego. The submarine's band has been augmented by two pipers from the Royal Irish Rangers.



PO Paul Ridgway, serving in H.M.S. Hermione, gets a different view of life as his mates spin him in the "hurricane wheel" at San Diego's Sea World.

Pictures: LA(Phot) Dave Cutler.



SEA(S) Jock McCourt from H.M.S. Leander finds it all a bit of a giggle as he gets a music lesson from hillbilly Fiddlin' Charlie, a resident of the Old Wild West town at Knotts Berry Farm, Long Beach.

It was tropical routine for the sailors and ships of Group Seven Deployment as they sweltered through maintenance periods along California's sunshine coast.

The ten ships of the deployment were split between three ports for the AMPs — H.M. ships, Blake, Hermione, Juno, R.F.A. Stromness and the nuclear submarine Conqueror at San Diego, H.M.S. Leander, H.M.S. Ambuscade and R.F.A. Tidespring at Long Beach, and H.M.S. Birmingham and R.F.A. Green Rover at Esquimalt in Canada.

The Birmingham detached from the main task group to attend the Captain Cook centenary celebrations at Vancouver, and for maintenance work to be done at Esquimalt, the Canadian naval base on Vancouver Island.

The long period in harbour gave sailors an opportunity to visit Sea World in San Diego and Disneyland and Knotts Farm in Long Beach. Others took leave to explore farther afield.

With the help of a hired car, the Grand Canyon and Las Vegas were within reach — as was the desert for those running low on ready cash!

Defects made good, and boasting new coats of paint, the ships put to sea in mid-August, returned briefly to California a fortnight later, then steamed up the western seaboard to Esquimalt on Vancouver Island.

FIRST TRANSIT

H.M.S. Conqueror's passage through the Panama Canal on the way to San Diego was the first transit by a British nuclear submarine. It was also the first occasion on which a submarine had been through the Canal with a brass band paraded on the casing.

At San Diego, the Conqueror received a warm welcome from U.S.S. Pintado, the host submarine, which presented a Hawaiian garland to decorate her visitor's fin.



LS Mike Clarke from H.M.S. Leander took a fancy to this headgear when he met Chief Red Feather, a Navajo-Sioux Indian who has greeted guests to Knotts Berry farm, Long Beach, for many years.

'Portland' Pacific

H.M.S. Leander reports that her first few days in the Pacific after making the Panama Canal transit were spent on the edge of a hurricane.

Four days of rain, fog, mist and high winds convinced a lot of the ship's company that the navigator had got it wrong and that the Leander was actually off Portland!

However, as the ship neared Long Beach the

sun burst through the clouds and the upper deck once again reverted to a sun deck during lunch-time and the dog-watches.

Local hospitality made the Leander's four weeks at Long Beach a memorable occasion. In addition, wives and girlfriends of some of the ship's company arrived from the U.K. to join in the fun.

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ABOUT BOOKS

Boy who earned

In that other war, when millions were slaughtered for possession of a few yards of muddy trench, boys went into battle, one of them becoming an outstanding hero of his generation.

Jack Cornwell, a tram driver's son, overcame parental objection to join the Royal Navy, becoming at 15 a Boy Second Class aboard H.M.S. Chester, a new light cruiser.

At 16 he was in the Battle of Jutland as the sight-setter of the forward 5.5-in. gun, his ship being hammered by four German cruisers.

One out of every five of the ship's company was dead or wounded, including the entire crew of Cornwell's gun.

After the shock of battle, the boy was seen standing alone among the casualties at a most exposed post, quietly awaiting orders while his life's blood ebbed away.

"He felt he might be needed," said his commanding officer in a letter to his mother. "Indeed he might have been, so he stayed there, standing and waiting, under heavy fire, with just his own brave heart and God's help to support him."

Quiet heroism

Cornwell lived long enough to be taken ashore, but he died of his wounds in hospital, being accorded a funeral of Victorian splendour. Accompanying the gun carriage were the Financial Secretary to the Admiralty, and the local bishop, mayor, and M.P.

Wreaths included one "with deep respect" from Vice-Admiral Sir David Beatty.

The quiet heroism in the tradition of the Service brought massive national recognition, with charitable funds, memorials, and a special stamp bearing his portrait.

His devotion to duty was an inspiration to his country, and remains an example of the courage which all would hope to possess.

His story still shines among those of all the other heroes, in "The Victoria Cross at Sea," by John Winton, published by Michael Joseph (price £8.50).

The title is not strictly accurate, since some of the VCs

Beatty's 'deep respect'

were won on land — notably in the Royal Naval Division which fought with the Allied armies in the trenches.

What followed the gaining of these awards, for those who lived, is an absorbing study reminiscent of "pools" winners.

Some went on to be admirals of the fleet, others were dismissed the Service, and cases occurred of suicide in despair.

These things are, perhaps, better understood nowadays, and subsequent sadness cannot dim the record of the extraordinary heights of human attainment in face of peril.

Right: The picture which inspired a nation locked in history's bloodiest war. Sixteen-year-old Jack Cornwell, V.C., mortally wounded in the Battle of Jutland, but standing alone under heavy fire, still awaiting orders, with casualties all around him. ("Sphere," November 18, 1916; illustration by F. Matania).

New honour for submarine V.C.s — Page 29



SUPER-SUB SCORED AN 'OWN GOAL'

A convoy of four ships sunk by a spread of six torpedoes must rank as one of the most devastating single salvos of naval history, but it is not the only claim to fame of the United States submarine Tang, of the Second World War.

With only five patrols in a life of nine months, her activities cut deep into the Japanese war effort, the scoreboard of sinkings maintaining the remarkable average of one every 11 days.

Who better to recount the record than the commanding officer, now Rear-

Admiral Richard H. O'Kane, U.S.N. (ret.), the passage of 30 years "having sufficiently dulled the pain of losing Tang and her crew to enable him to tell their story."

The submarine's brief war was conducted with courage, dash, and quite a bit of luck, but good fortune ran out in the Yellow Sea after two convoys had been shattered.

UNCONTROLLABLE

It is not unique for a submarine to score an "own goal," and that was the fate which rounded off in dramatic style the career

of this astonishing vessel.

A torpedo fired to finish a crippled Japanese ship suddenly surfaced, porpoising in a circle — an uncontrollable speedboat of explosive from which the Tang had no escape. Only the commanding officer and a handful of crew survived to be picked up by Japanese looking for their own convoy victims. Welcome was not obvious.

Admiral Kane's book, "Clear the Bridge!" is published by Macdonald and Jane's (price £6.50).

The author reveals a remarkable memory, being able, after the long lapse

of time, to recall detail of conversation, thoughts — and even about his cups of coffee and putting on his sand shoes.

His style is more that of a Fleet Street reporter than "a simple sailor," the book's dust cover proclaiming "the true story of America's most daring World War II submarine, by her captain."

However, if the result to English eyes is more like an authentic novel, the plain facts speak for themselves.

Few of the Tang's men lived to receive their honours. In all the annals of submarine warfare, few worked harder for them.

IN BRIEF

"Battleships," by Anthony J. Watts, published by Macdonald and Jane's, price £3.50 (£2.50 paperback). One of the World War II "Fact Files" series listing every class of battleship operated or planned by the major naval powers. The booklet is well illustrated, with tables giving technical data and a brief note of the fate.

"Handguns 1870-1973," by Ian V. Hogg and John Batchelor, a Phoebus "History of the World Wars" booklet (price £1.25), which is guaranteed to fascinate everyone who has ever heard of a Colt 45, a Luger, or a Webley. Beautifully illustrated in colour.

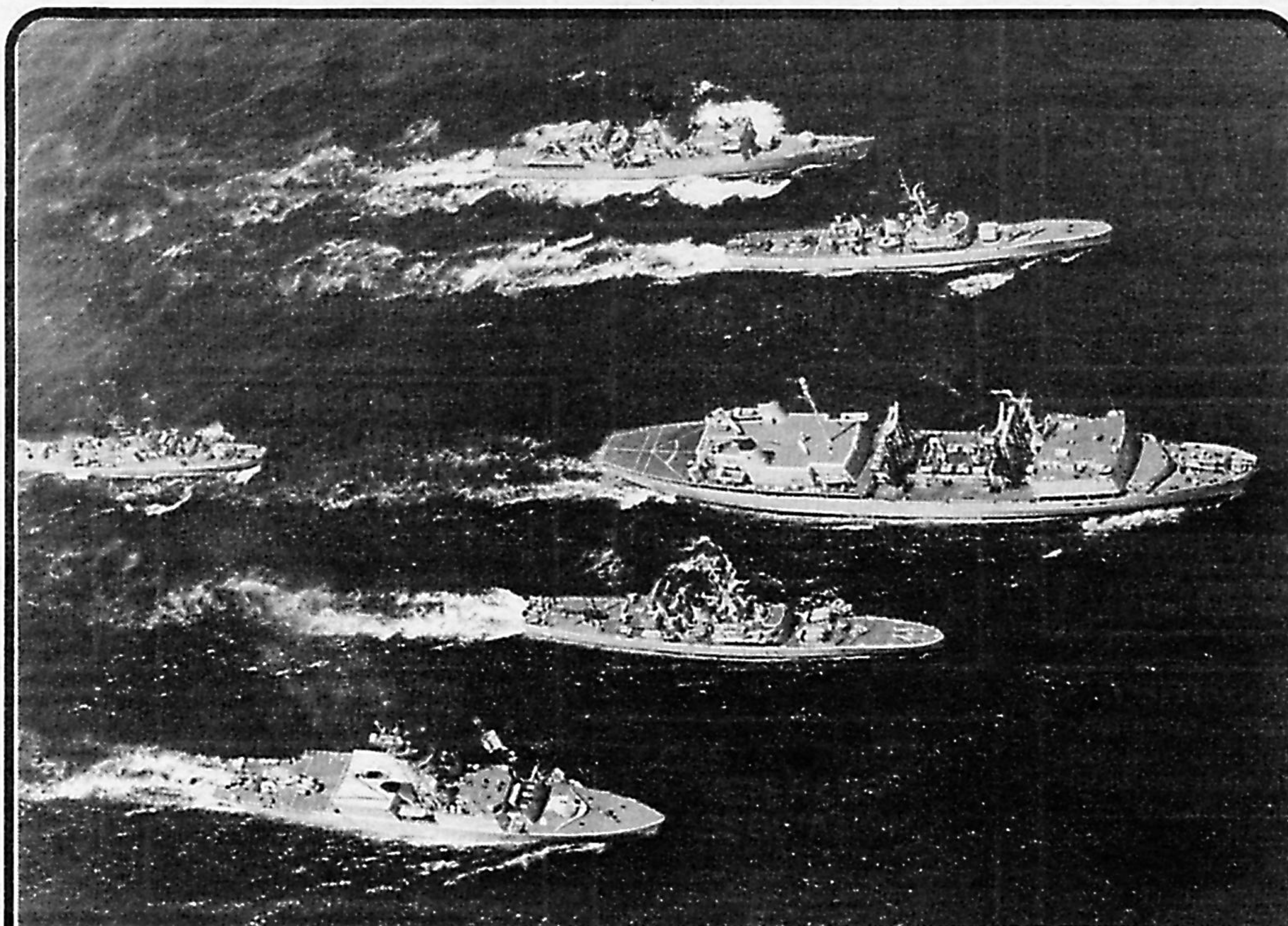
Sea Scouts see the sea...

Last year 129 young men who got their taste for salt water as Sea Scouts set out in earnest on seagoing careers. All were from Sea Scout Groups registered under the Royal Navy Recognition Scheme which was introduced to encourage high training standards for those keen on the sea.

Twenty were accepted for B.R.N.C. Dartmouth, 65 took long service engagements with the Navy, two with the Royal Marines and two joined the R.N.R. Forty entered the Merchant Navy.

The Royal Navy Recognition Scheme admits a maximum of 100 Sea Scout Groups. Right of recognition depends on annual inspection and assessment by a naval staff officer appointed to set standards and see they are upheld.

Groups covered by the R.N. Recognition Scheme may receive help from a small grant for equipment and craft to improve training standards, but mainly rely on their own fund-raising initiatives. Groups outside the scheme depend entirely on their own efforts for raising money.



PHOEBE & CO.

H.M.S. Phoebe returned to Devonport last month for a families' day and leave period after an eventful time with NATO's Standing Naval Force Atlantic.

Picture shows members of STANAVFORLANT steaming in formation. They are (from top) U.S.S. Pharris, H.N.M.S. Tjerk Hiddes, F.G.S. Emden, H.M.C.S. Protecteur, H.M.S. Phoebe and H.M.C.S. Iroquois.

Day medals in Marines Museum

The medals of the late Group Captain Harry Day have been presented to the Royal Marines Museum, Eastney. In 1918 Group Captain Day was a second lieutenant in the R.M.L.I., and won the Albert Medal for his bravery when the battleship Britannia was torpedoed two days before the Armistice.

This medal was later exchanged for the George Cross.

Group Captain Day transferred to the Fleet Air Arm and later to the R.A.F. Shot down over Germany at the beginning of the war, he made several attempts to

Exhibition extended

"The WRNS 1917-1977" proved such a popular special exhibition at the National Maritime Museum, Greenwich, that its run was extended to Sunday September 3.

The 50,000th visitor was Miss Rosalind Walke, who comes from a naval family and who joined the WRNS at Plymouth in 1939, became a petty officer writer and served until 1947. She is now vice-chairman and standard bearer of Plymouth branch Association of Wrens.

escape and organized the famous "Great Escape" from Stalag Luft III at Sagan.

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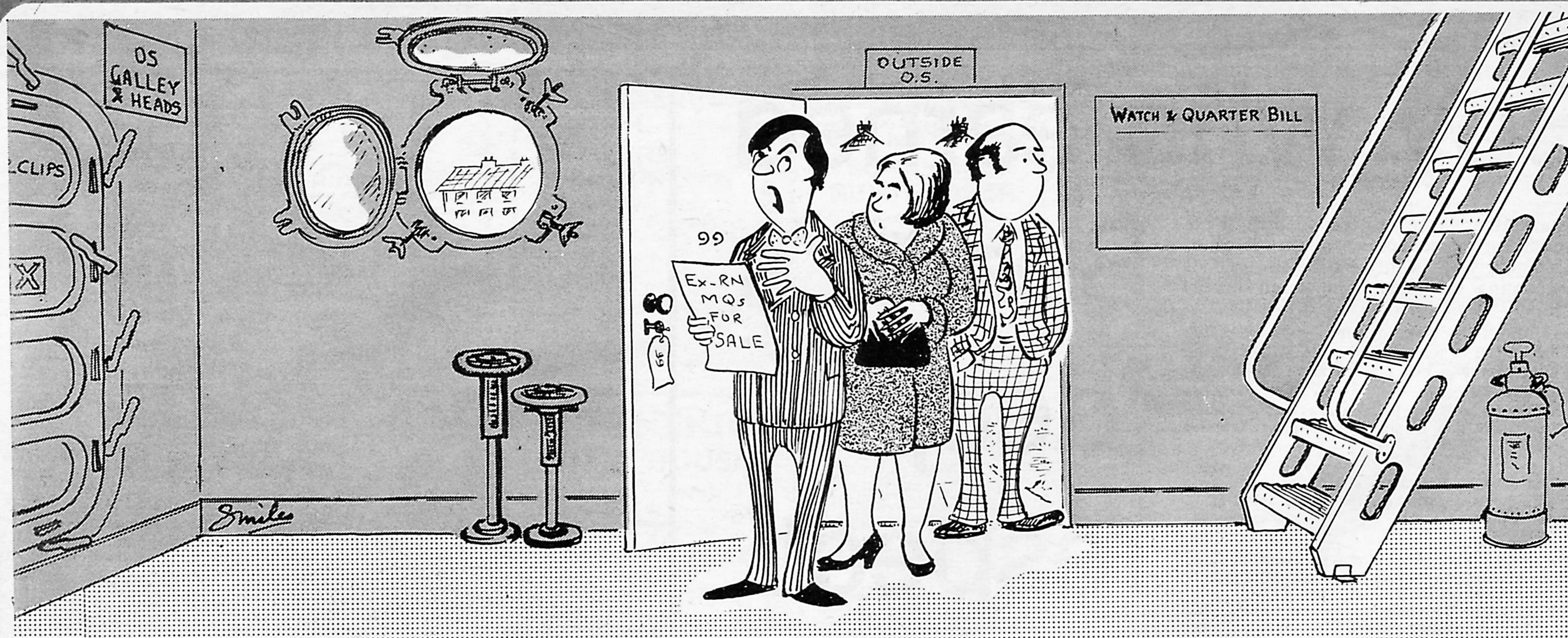
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NEWSVIEW

The status symbols of training

To those who don't know their bollards from their rowlocks, the news that Jack can now work for his 'O' Level in Seamanship may not be an incentive to push the boat out. And some old salts will surely enjoy a mild chuckle at the idea of an academic "driving licence" to prove prowess on the oggin.

In a world increasingly caught up with qualifications, however, the significance and the advantages should be appreciated, especially those accruing in the promotion stakes.

During the summer months the Navy's training establishments mark the end of courses with presentation ceremonies at which they honour their bright boys. This year has seen a new milestone attained in the pursuit of national recognition for naval training with the first awards of Technician Education Council diplomas to mechanics completing their qualifying course.

Mutual advantage

Award of the diploma is seen as a qualification giving wider recognition of naval training, and is believed to be an advantage both for the naval "technician" — the artificer and mechanic — and the Service.

Yet another facet of training is featured in this edition of the paper — the Adqual — instruction which adds or develops a particular aspect of a basic skill.

Such references to training comprise a random selection, currently topical, from a complex programme which is a cornerstone of the peacetime life of a fighting Service and which prepares men for jobs afloat and ashore, and often sets them up for a second career, too.

Heavy loads

All this is not to say that everyone sees eye to eye on training methods and results. For instance, what has come to be called "on job" training is not exactly a universal favourite at present — especially in the Ops. branch — and some senior rates involved are known to find their training role loads heavy going.

One solution sometimes suggested to ease the task at sea is increased use of shore-based simulators, producing fully trained operators and allowing ships to concentrate more fully on Fleet training.

However, this digresses from Seaman Jack and his new 'O' Level. You can take G.C.E.s in surprising subjects these days, some far less useful than this one, so good sailing to him in his new Seamanship status.

Time to give the Navy a face-lift?

Moustaches in the Navy? The mere suggestion could produce an epidemic of apoplexy around naval watering holes. Here CPOEL E. C. Coleman, of the Ship Maintenance Authority, Portsmouth, outlines how a tradition arose and argues the case for a change of attitude towards the forbidden 'tache. The writer enclosed a picture (right) of himself "merely to demonstrate that I have carried out original research." (During long leave, we hear.)



While for many years I have been a firm supporter of naval tradition and have been found in the forefront of the "Is this the beginning of the end?" brigade over such issues as the demise of the tot and the introduction of the new uniform, I can find no good reason for the refusal to allow men of the Royal Navy to grow a moustache.

I say "no good reason" advisedly. A reason does exist in the mists of naval history and one, no doubt, that was considered quite valid at the time yet falls outside the normal groupings of naval tradition.

Naval traditions

The flying of flags, ensigns, and pennants; the use of pipes; and the wearing of bell-bottom trousers are practical traditions arising from practical antecedents. Courtesy and respect gave rise to the custom of saluting and the rules for boarding and disembarking from ships' boats, while one needs to look into folklore to find the reasons why the quarter-deck is saluted.

The banned moustache, on the other hand, stands in a class of its own.

The wearing of facial hair of any kind was almost unheard of before the Crimean War and, indeed, the Queen's Regulations and Admiralty Instructions of 1862 laid down quite firmly that beards and moustaches were not to be worn. There were, of course, exceptions; but these tended to hinder the introduction of beards and moustaches rather than help.

Even more odd

In 1827 Captain Lord Henry John Spencer Churchill, of H.M.S. Tweed, was considered an oddity because he took to wearing a moustache. Even more odd — because he had served on the Greek station — Lord Henry tried to get permission to put his men into "petticoat trousers."

The first captain to allow his crew to wear the frowned-upon beard was Captain Lord John Hay, of H.M.S. Wasp. This novelty was rather spoilt by his bizarre insistence that his boat's crew wore bright red hats. The brave captain nevertheless ended his career as an Admiral of the Fleet.



Picture: CPO(Phot) Tony Wilson.

Her Majesty is still not amused! CPOEL Coleman took his naval moustache suggestion to Queen Victoria in Portsmouth's Guildhall Square, but there was not the slightest indication of a Royal change of mind.

Perhaps the most heroic of them all was Captain Moorson, the inventor of the percussion shell. He became the first serving man to enter the Admiralty wearing a moustache. As he marched into the office of the First Sea Lord, Admiral Sir Maurice Fitzhardinge Berkeley, the admiral — in astonished rage — barked at the hapless captain, "Horseguards next door!"

In an effort to get around the regulation, mutton-chop whiskers became very popular. Eventually, as is often the case, the limits of these side whiskers began to be stretched and threatened to meet across the offending upper lip or beneath the mouth. Their Lordships, in the end, had to step in and introduce the "three-finger gangway," which laid down that a gap, three fingers wide, must be left between the nose and the chin.

The breakthrough came on June 24, 1869.

Circular No. 26 made its way around the offices of the Admiralty. On it were the words: "Representations have been made to their Lordships that it would conduce to the health and comfort of men under many circumstances of service, were they permitted to discontinue the use of the razor on board Her Majesty's ships."

Rumour was put about that the main instigator of the new policy was Queen Victoria's second son, the Duke of Edinburgh, but this was probably spread by their Lordships themselves who would not wish to appear to be giving in to the increasing mutterings on the subject of facial hair.

So far so good. But now Queen Victoria herself steps into the picture — and the moustache is doomed before it is born.

There are two versions of the tragedy. In the first, the Queen decreed that the Senior Service, as a mark of respect for the dead Prince Albert, would not wear moustaches. This version is the more unlikely of the two. The Prince Consort, who had died eight years before the Admiralty circular came into being, had sported a large, handsome moustache of his own.

Promptly banished

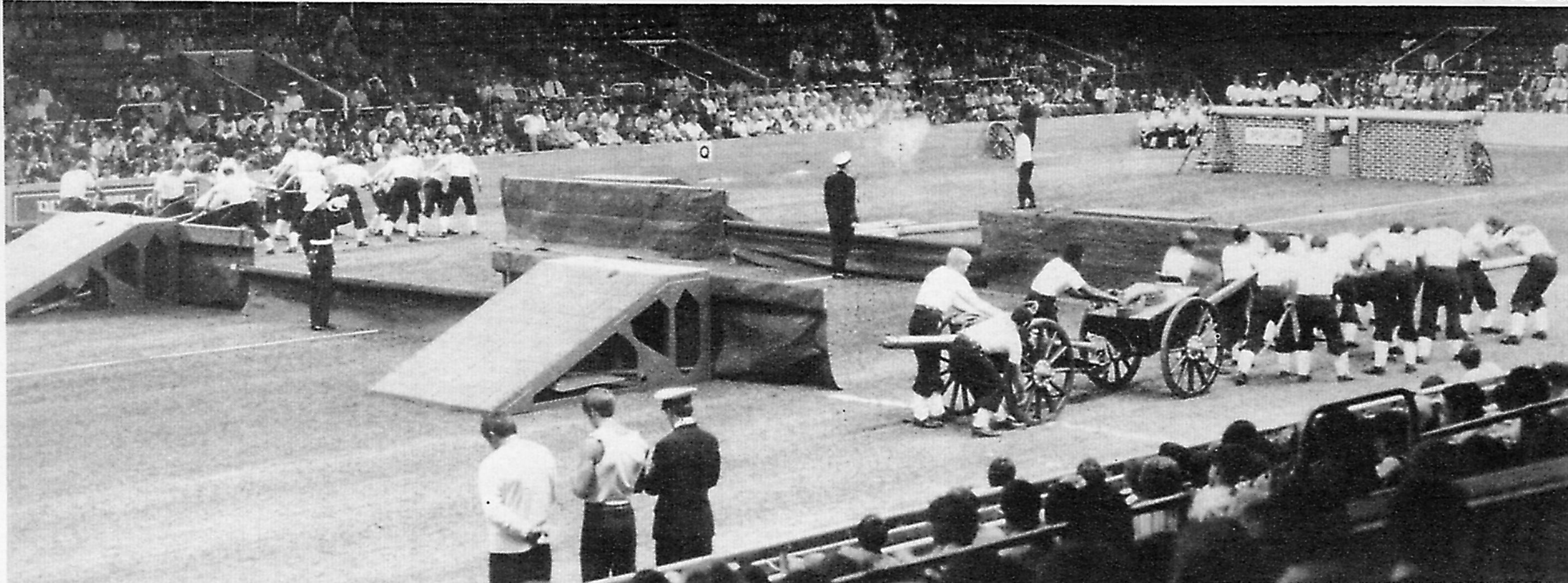
Much more likely is the other suggestion, of which there are several reports. The Queen was heard to remark that she did not like sailors to have moustaches as "they have a rather soldier-like appearance." The moustache was promptly banished by, what was after all, the Queen's Regulations.

The "full set" became the order of the day and reached the height of national acceptability and enduring fame by being used by Player's cigarettes from 1891 to the present day.

However, the moustache still struggled to survive as an adornment in its own right. During the First World War it was decided that men of the Royal Fleet Reserve (ex-Royal Navy men) who had adopted moustaches in civilian life could retain them while serving (there was a photograph in Navy News in September 1974).

The same rule applied during the Second World War, with the curious addition of officers' stewards and officers' cooks.

It is now more than 100 years since Queen Victoria condemned the Royal Navy to a moustache-less existence. May we now respectfully afford Her Late Majesty the same privilege that we grant other ladies — a change of mind?



Left — Tension rises inside Earls Court as Portsmouth (far side) and Devonport prepare to do battle.

Below — Battery officer Lieut.-Cdr. David Poole entertains the children of the Duke and Duchess of Kent and their friends with an impromptu demonstration of how to trim sideburns with a naval sword. The party saw field gun teams in action at the Royal Tournament.

Pictures: LA(Phot) Danny du Feu.

GUN RUN!

Devonport, Portsmouth share Challenge Cup

Devonport's field gunners kept one hand on the Inter-Command Challenge Cup when they caught Portsmouth on the last run of the Royal Tournament.

Portsmouth led the competition at the start of the final round, but lost to Devonport, who then beat Fleet Air Arm. That left Air with 19 points and the other two sharing the trophy on 26 points apiece.

Although sharing the premier trophy with Portsmouth, Devonport were for the second year the most successful crew. They also won the Aggregate Time Cup and the Fastest Time Cup, the latter in a tournament record of 2min. 44.06sec. The winning aggregate time was 47min. 5.03sec.

Portsmouth's one outright success was by the B crew, which won the Copenhagen Cup.

HOME TOWN PARADES

The H.M.S. Daedalus-based Fleet Air Arm team also went home with a "pot", the Plymouth Gin Trophy for least penalties. All three teams later marched through the streets of their respective home towns to parade their winnings on the way to civic receptions in their town halls.

Portsmouth field gun officer Lieut. Peter Forster said Portsmouth's battle with Devonport had made the competition an exciting one. Devonport had just had the edge in consistency.

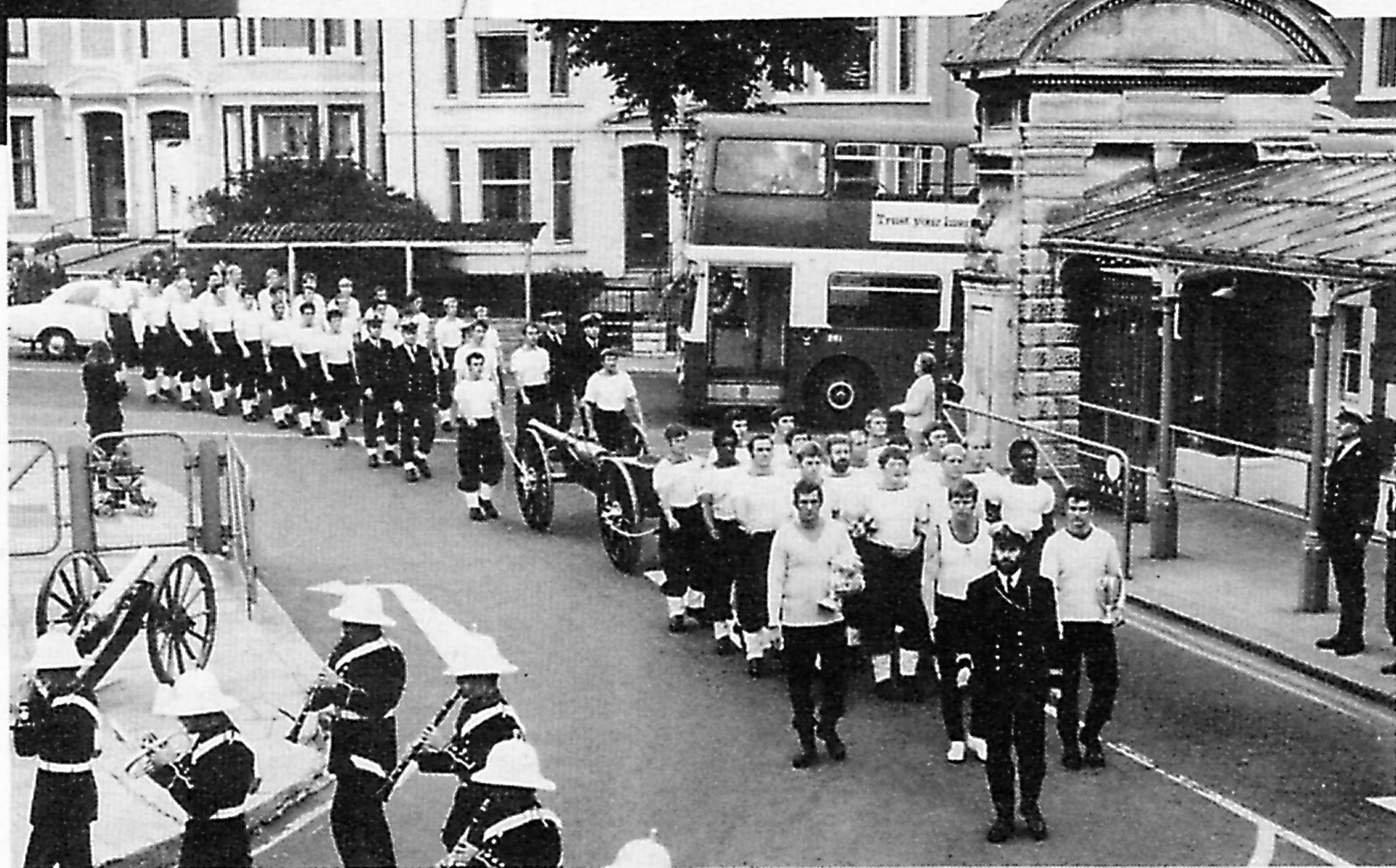


Above — General Sir Roland Gibbs presents the Inter-Command Challenge Cup to PO(M) Tom Luther, Devonport, and (right) CPOPT Derek Cousins, Portsmouth.

Picture: LA(Phot) Danny du Feu.

Right — Led by field gun officer Lieut. Colin Freathy, Devonport's A and B crews paraded their Royal Tournament trophies through the streets of Plymouth. Picture shows the crews marching into H.M.S. Drake. Carrying the silverware are first trainer PO(M) Tom Luther, second trainer CPO Dave Dennis and PT instructor PO Henry Cotton.

Picture: LA(Phot) Newman.



BUSY WILTON

Busy H.M.S. Wilton's recent programme has included shadowing Soviet ships, a search and recovery mission, operations in the Clyde and Western Isles of Scotland, and visits to Portsmouth and Barry, South Wales.

BARRY AFFILIATION

The ship has a special affiliation with Barry-based BP Chemicals, who produced the plastic resin used in the construction of "H.M.S. Tupperware". At the opening of the company social club's Wilton Lounge, mementos were exchanged.

During six days at Barry, the ship's company enjoyed a full programme of visits and sport and organized a party for 20 underprivileged children.

H.M.S. Bossington, on NATO duty with Standing Naval Forces Channel, enjoyed a week-long visit to St Malo, particularly after the arrival at the same port of the Sail Training Association schooner Malcolm Miller. The schooner's crew of 39 girls was challenged to a tug-of-war — which the Bossington lost! — and to a race round the city walls.

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DEVONPORT FIELD GUN

The victorious 1978 Devonport Field Gun Crew wish to thank the following for their generous support throughout the season:

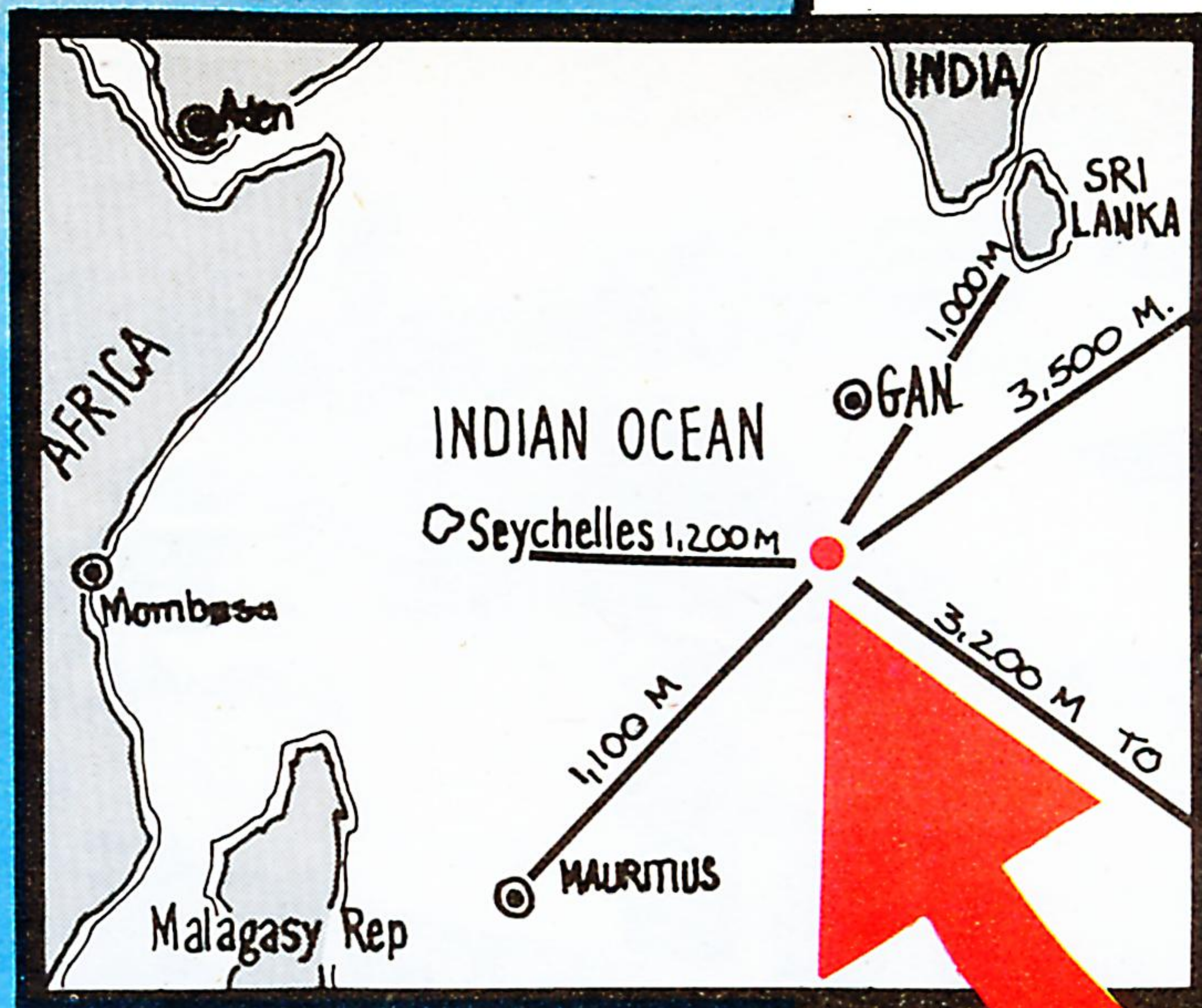
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Mr. R. R. McDowall, Vice-Chairman of Estover Cash and Carry

Mr. J. H. Widdicombe of Ferguson Soft Drinks of Plymouth

Mr. Brewer of the Guinness Brewery Co. for generous entertainment afforded the crew while in London

LREM Dave Phillips (left) and MEM Terry Osborne get into the swing of things at the rest and recreation centre at East Point, Diego Garcia.



Anyone trying to find out what makes the tick could try asking a "Brit" from Diego Garcia and men of Naval Party 1002 share their Indi a large number of American naval personnel.

The Royal Navy unit works with and for the Americans, eats hamburgers supplied by an American "pusser," and relaxes by way of such American activities as softball, ten-pin bowling and taped American television programmes.

Half a dozen times a year United States entertainers breeze in for a one night stand of pop and country music.

Coral horsehoe

Diego Garcia is a blob in the Chagos Archipelago, a coral horseshoe 1,000 miles from nowhere. It was first charted in the 1550s and has since been used as replenishment station, leper colony and copra and coconut plantation.

The last coconut picker departed in 1971, leaving the British and American governments to construct a naval communications station.

Royal and U.S. Navy personnel man the station, which explains the presence of Naval

Party 1002. Most atoll are Seabee Construction Battalion

Diego Garcia for Jack, and a commanding officer. On top of RPO officiate island police and

The majority completely American systems. "B alternative b ments, proce

LREM Jack responsible for t cing of air traffic radio equipment. and his respons given to R.N. pe

Getting away from it all!

Diego Garcia's working day is long and hard: it starts at 0630 and finishes at 1730. Watchkeepers work 12-hour shifts with suitable breaks to compensate.

So how does one get away from it all? The answer is Hong Kong, via the U.S.A.F. to Singapore and a Ministry of Defence fare to H.M.S. Tamar.

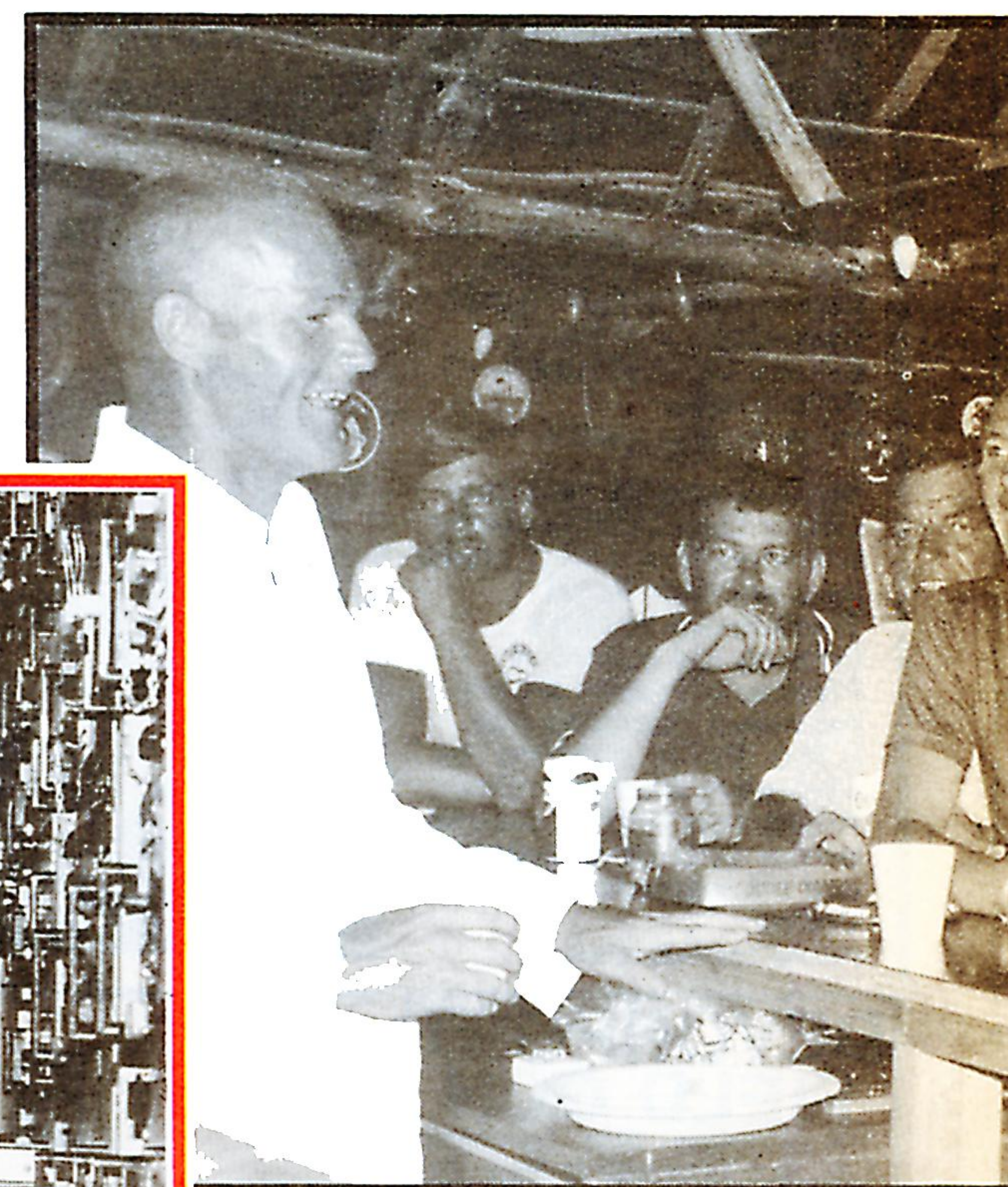
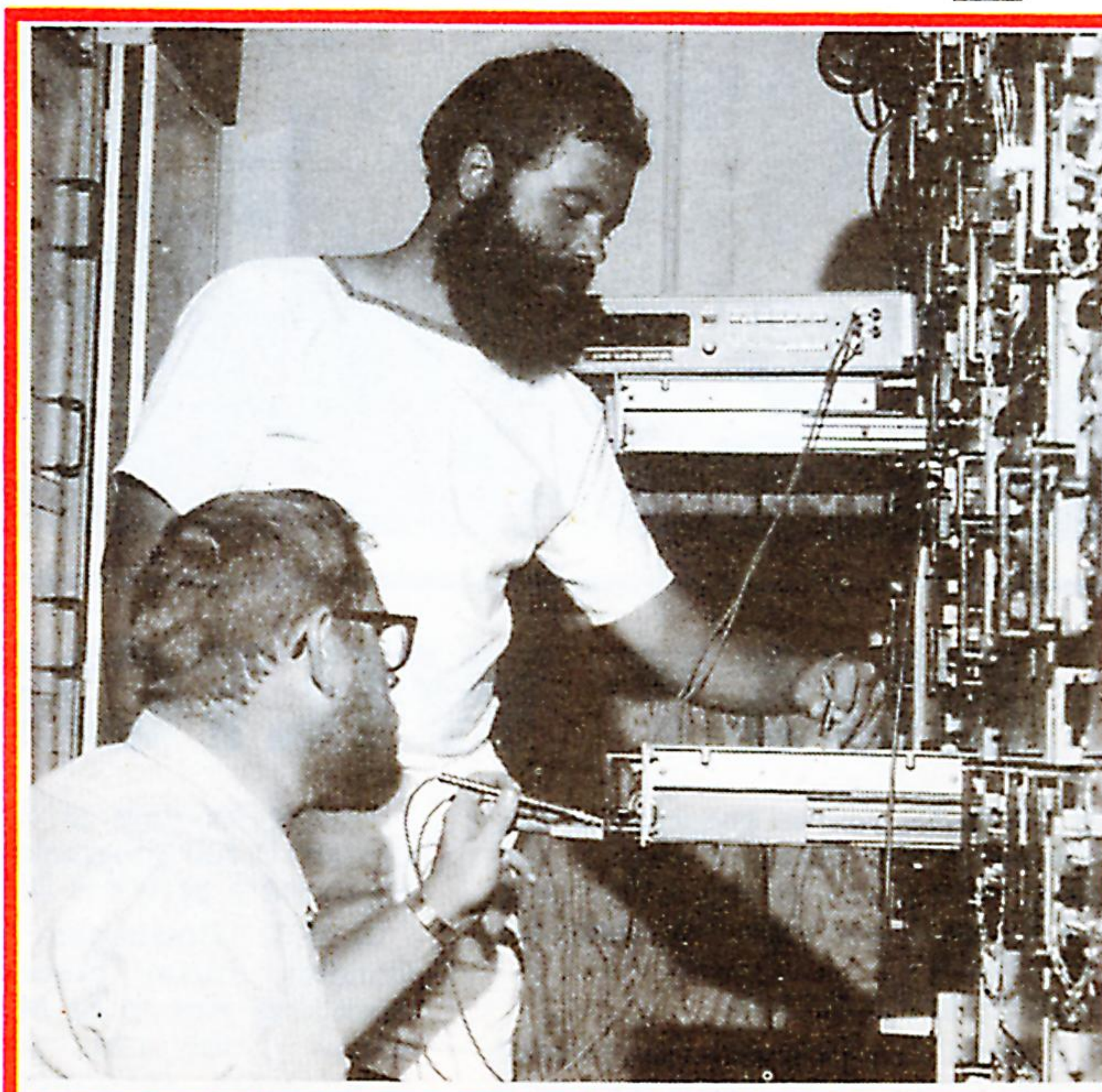
After six months on Diego Garcia, members of Naval Party 1002 are entitled to two weeks of "off island" leave. They are normally loan-drafted to Tamar and take "lower deck leave"

there.

Minus travelling time, this gives ten clear days in Hong Kong, and a good run ashore in the "Jewel of the Orient."

Mid-tour leave can be saved, giving an entitlement of 36 days plus public holidays at the end of a full 12-month tour of duty. Even with mid-tour leave, however, the long hours and hard work can lie heavily on the shoulders of the sturdiest sailor.

To give a man a break, four sets of three-day rest and recreation periods are allowed on the island.



Above — Lieut.-Cdr. Brian Clarke, the com on Diego Garcia, takes his turn behind t

Left — LREM Jack Wilkins (standing) wh terminal equipment and air traffic contro weather centre

IEGO GARCIA

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United States Navy For the 26 officers in Ocean atoll with

of the Americans on the
members of U.S.N. Con-
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fers an almost unique draft
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customs officer!

of Naval Party 1002 are
Integrated into the
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ures and operations.

Wilkins, for example, is
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ontrol and weather satellite
le is on call 24 hours a day,
ilities are typical of those
onnel.

The stokers, managed by MEA(P)1 Ian Webster, work long hours watchkeeping, running and maintaining the American generating plant. Their machinery is large and used flat out. Power failure sends a flutter through the heart and a horde of vehicles — with flashing lights — racing all over Diego Garcia to find the fault.

French fries!

It is cheaper all round for the American way of life to prevail. That means Jack doesn't get chips (sorry, French fries!) with everything, and his accommodation, entertainment and "nosh" has an American flavour to it.

Fishing and photography, squash and tennis, basketball and mini-golf are some of the free recreational facilities available. There is also a film show every night of the week, and two on Saturday.

Sandy beaches

Miles of sandy beaches and coral reefs mean water activities play a large part in life on Diego Garcia. A thriving, and free, sailing centre offers American and British craft, and snorkling opportunities are very good.

Sharks, stonefish, moray eels and bar-

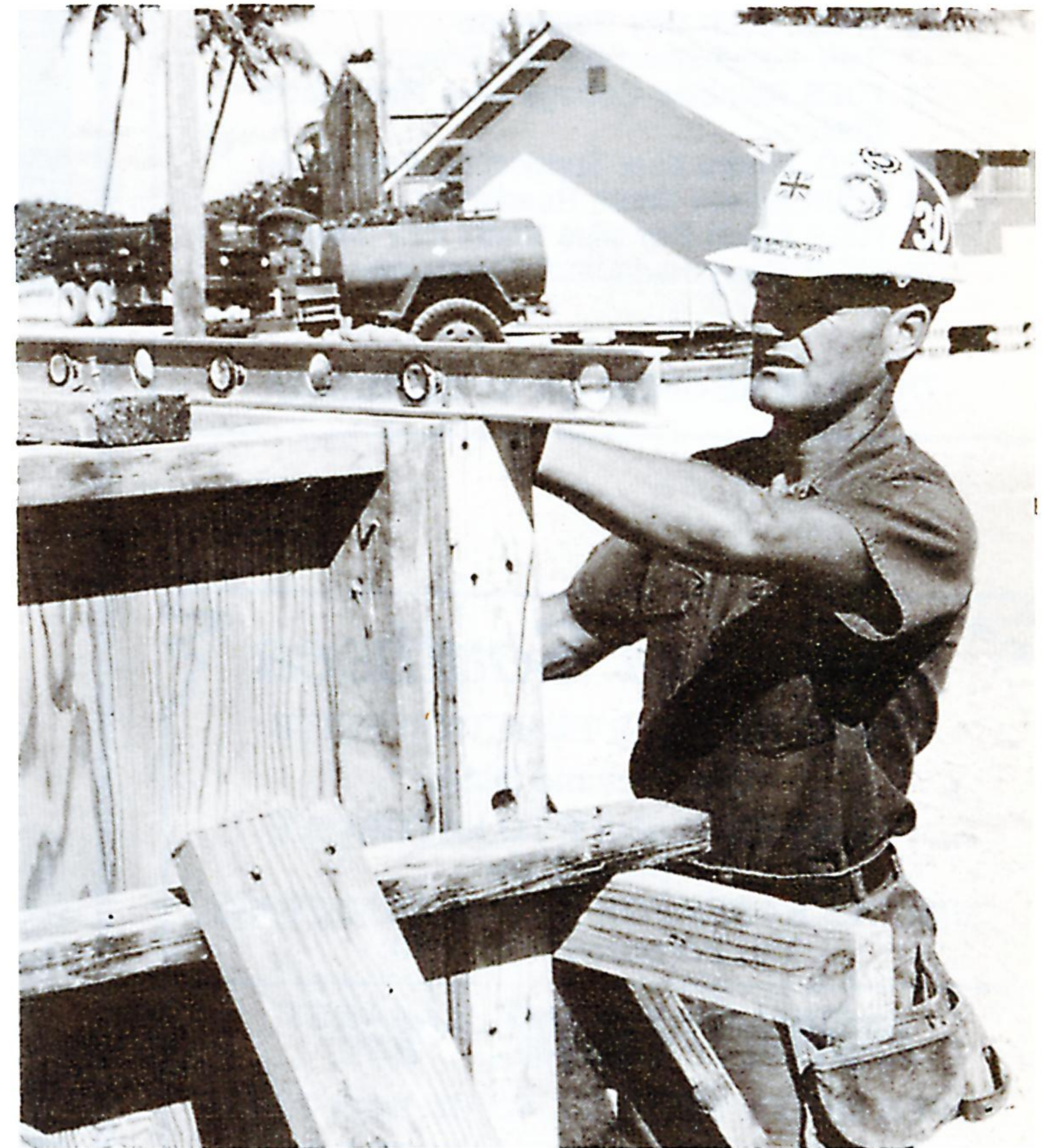
racuda abound, but so far there are no recorded "incidents." The swimming pool offers an alternative.

The island is a photographer's paradise, both on land and around the coral reefs. The old plantations, now falling victim to termites, weather and jungle, has a heavy French influence and is a place to enjoy.

When two Englishmen get together they form a club, and Naval Party 1002 is no exception. The Ship Inn, or "Brit Club", is a refurbished copra store fitted out as a traditional English pub.

It is a popular place with Americans and Brits on Saturday nights, while Sunday lunchtimes are usually a British preserve. The Ship is open at week-ends and for such special occasions as Christmas Day or an R.A.F. visit. Other clubs and social facilities are available during the week.

Average time for mail to and from the United Kingdom is about ten days, but it can take as little as four. A weekly mail delivery becomes the norm, and can be supplemented by the use of the radio telephone on Wednesdays and Sundays.



Above — Lieut.-Cdr. Brian Clarke, commanding officer of Naval Party 1002, dons U.S. Navy Seabee greens once a week to work with the men of U.S. Naval Mobile Construction Battalion 74 on Diego Garcia. Lieut.-Cdr. Clarke is also the British Representative on the island, and civil administrator of the British Indian Ocean Territory.

Below — Missy, the only tame donkey on Diego Garcia, receives her daily ration of beer from (left to right) MEM Spike Milligan, MEM Terry Osborne, LREM Jack Wilkins, LWTR Phil Isaac, LS Barry Reah, CM2 John Sickler U.S.N., and LREM Dave Phillips.

Pictures: PHC H. Shiplett, U.S.N.



anding officer of Naval Party 1002 and British Representative
e bar of the Ship Inn — or "Brit Club" as it is known to the
Americans.

is responsible for servicing and maintaining weather satellite
radio aids, is pictured working in the air traffic control and
with ET(N)2 Joe Paentaeu, U.S.N.



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5 TUES Mick Davis Roadshow
 6 WED Joe Staed plus supporting acts (folk)
 7 THUR Disco promotions night
 12 TUES Ofanchi plus Chris Lynn Disco
 14 THUR Sonil City Roadshow
 17 SUN Lunchtime Folk Bill Brown
 19 TUES Rainbow Cottage plus Mick Davis Disco
 20 WED Jundra plus Supporting Acts (Folk)
 21 THUR Simon Smith Roadshow
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DAY DATE	HAPPENING	ENTERTAINMENT	TIME	"Adm"
Mon. 4th	DISCO	Resident D/J DAVE POTTER	8 till 1130	30p
Thurs. 7th	RADIO 1 D/J NITE	PETER POWELL + Resident D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 10th	DISCO	Resident D/J DICK WOOD	8 till 1130	30p
Mon. 11th	POP NITE	UNIT 4+2 + Resident D/J DAVE POTTER	8 till 1130	50p
Thurs. 14th	SOUL NITE	OFANCHI + RESIDENT D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 17th	DISCO	Resident D/J DICK WOOD	8 till 1130	30p
Mon. 18th	POP NITE	PHOENIX + Resident D/J DAVE POTTER	8 till 1130	50p
Thurs. 21st	RADIO 1 D/J NITE	ANN NIGHTINGALE + RESIDENT D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 24th	DISCO	Resident D/J DICK WOOD	8 till 1130	30p
Mon. 25th	POP NITE	THE SYMBOLS + Resident D/J DAVE POTTER	8 till 1130	50p
Thurs. 28th	COMEDY NITE	FIDDLYGIG + Resident D/J JOHN THOMPSON	8 till Midnite	70p

OCTOBER '78

Sun. 1st Oct.	DISCO	Resident D/J DICK WOOD	8 till 1130	30p
Mon. 2nd	POP NITE	BILLY and the HEROES + DAVE POTTER	8 till 1130	50p
Thurs. 5th	HEAVY NITE	CANNED ROCK + Resident D/J JOHN THOMPSON	8 till Midnite	70p

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Right — Lieut.-Cdr. JIM BAKER, commanding officer of H.M.S. Victory, shows actor ALAN BADEL round the main deck of Nelson's flagship. Alan was there to work on a Southern Television series of adult education programmes on invasions of the British Isles.

For a programme on the Napoleonic threat, Alan Badel read Nelson's words on the day before Trafalgar.



Picture: Dennis Hutchinson, Sunday People.

LSA JACK BROWN, serving in H.M.S. Plymouth, is a dab hand at tapestry. He is also ex-Army and ex-R.A.F. Which is all you need to know to understand the following verse by the well-known poet Anon!

Plymouth sailor badges three
 Takes his hobby horse to sea,
 Learned the skills of line and
 charm
 By sewing badges on his arm.

Plymouth sailor badges gold,
 Sewed on every one, I'm told,
 With a round turn and a hitch,
 And saved nine with timely
 stitch.

Plymouth sailor changed his
 jobs

By joining this and other mobs,
 But now he stays with us, of
 course,
 On Plymouth with his hobby
 horse!



Left — Three sailors who were shipmates on H.M.S. Llandaff a few years ago have found themselves serving together again — on H.M.S. Wolverton, the Hong Kong patrol craft.

From left to right are Cook CHANG PING FUNG, PO Steward YEUNG FENG PING and Leading Cook LI LIK SANG. Or Henry, Stan and Gary, as they are known to their shipmates.

Gary, actually, was on loan from H.M.S. Yarnton during the Wolverton's deployment, in company with H.M.S. Monkton, to the Philippines and Indonesia. All three men are from Hong Kong.

Picture: LA(Phot)
 Gordon Ford

Sword of Peace



Receiving the Royal Navy's Wilkinson Sword of Peace for 1977 is Major J. N. WILLOUGHBY, R.M., who commands Naval Party 8901, the Royal Marines detachment of 42 officers and men who won the award for community service in the Falkland Islands.

The sword was presented at a ceremony in London by the Chief of the Defence Staff Marshal of the Royal Air Force Sir NEIL CAMERON, as reported last month.

Besides assisting in air communications work in these remote islands, the Marines were involved in movement of essential supplies by sea, rebuilding a particularly bad section of road, and helping to man the radio telephone network.

PEOPLE IN THE NEWS



Three senior officers serving on the staff of Flag Officer Naval Air Command at R.N. air station Yeovilton have been appointed Aides-de-Camp to the Queen. They are (left to right) **Capt. MICHAEL LANE** (Chief Staff Officer Personnel), **Commodore DEREK MATTHEWS** (Chief of Staff to FONAC), and **Capt. PETER JONES** (Command Engineering Officer).

Picture PO(Phot) P. Holdgate.

Best fire engine



CPO ALAN CHADBONE, **PO DAVE McPHERSON** and **Las JOHN CURD** and **DAVE CARTER**, all serving at R.N. air station Yeovilton, won the Mike Hunt Cup at the Dorset Fire Engine Rally at Blandford. Their Nubian Thornycroft Major Mk 9 was adjudged the best post-1946 fire vehicle on show.

Picture: LA(Phot) L. McKenzie.

Pictured recording his entry in the Services folk singing competition organized by the British Forces Broadcasting Service is **PO JIM "DOLLY" GRAY**, a radar operator in H.M.S. Kent. Jim had to do a pier-head jump when the ship docked at Portsmouth to get to the B.F.B.S. London studios in time. He is well known in Portsmouth folk clubs, and also plays at Hull whenever he is home in the nearby village of Keyingham.

Picture: LA(Phot) Jack Dewls.



When **Admiral Sir HENRY LEACH**, Commander-in-Chief Fleet, began his inspection of H.M.S. Tamar he asked to see a little Chinese lady well-known and well-loved throughout the Fleet. Admiral Leach had with him a piece of Wedgwood china for **JENNY**, the leader of a side party which has been painting visiting warships since she joined the naval base at Hong Kong in 1928.

Looking on is **Capt. BOB MOLAND**, Captain-in-Charge Hong Kong.



When H.M. submarine Oracle visited Manchester, **CEM ARCH McCORMACK** called on the East Lancs Home for Disabled Soldiers and Sailors and met **Mr. BOB NELSON**, a former Royal Navy seaman who is still a keen reader of Navy News.

Picture: CPO(Phot) Ben Cartwright.

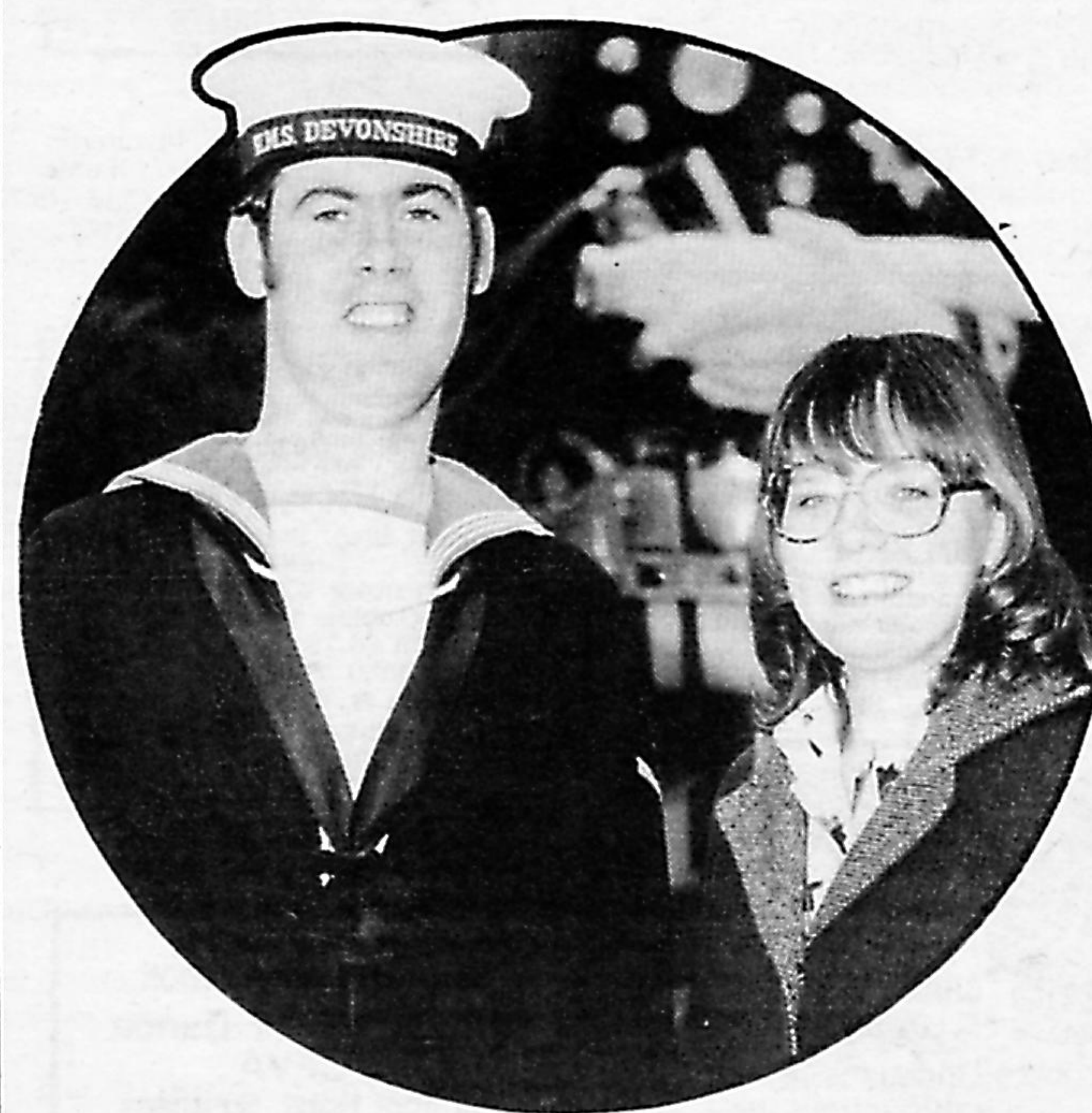


Lieut.-Cdr. REGINALD FIELD has retired after nearly 50 years in uniform. He joined the Royal Navy in June 1929, aged 15, as an artificer apprentice, and served all over the world. He was awarded the D.S.M. while in H.M.S. Defender at Tobruk.

When he joined H.M.S. Deodalus in 1953 it was his first shore job in 19 years. He was later involved in the Suez Affair and retired in 1963 before joining H.M.S. Sultan as establishment development officer.

Lieut. HERBERT EDWARDS got a chance to "sing for his supper" in front of the Duke and Duchess of Kent at the Southampton Guildhall. The occasion was a luncheon following the launching of H.M.S. Brecon.

Lieut. Edwards, a tenor, is serving in H.M.S. Collingwood, and plays trumpet for the Collingwood Volunteer Band which performed at the launching. He auditioned for the Royal Opera House, Covent Garden, and played a part in the world premiere of the operetta "Clifton Town" in Bristol last year.



It was not so much a case of "Mr and Mrs" as "LS and Mrs" when **JAMES** and **ANN BAILEY** took part in the television quiz game for married couples. James, a leading seaman serving in H.M.S. Nelson, turned up at the studios in uniform. Until recently he was serving in H.M.S. Devonshire, which has now paid off.

Picture: LA(Phot) Gordon Ford.

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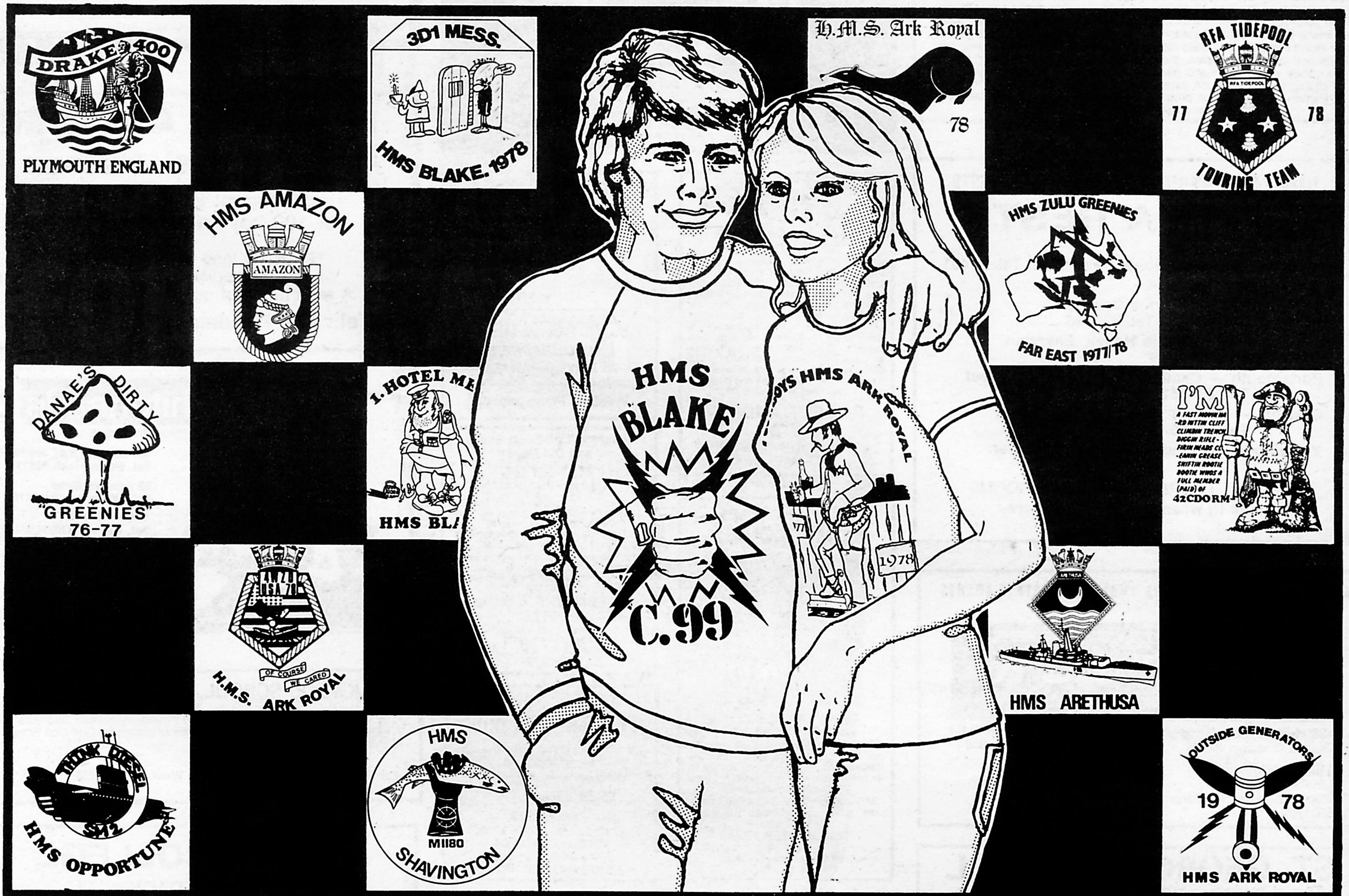
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LASHINGS OF FUN

Here's a picture to whip up enthusiasm on the Lower Deck! Thirty gold stripes under the lash, and all they could do was bare and grin it... PO "Scourge" Penfold's working party of wardroom "scrubbers" got fell in on H.M.S. Norfolk's fo'c'sle for a "clean ship" task at Gibraltar.

Putting in lashings of effort are (from left to right) Cdr. K. B. Estlin (Cdr. W), Cdr. C. P. Lawrance (executive officer), Capt. A. J. Whetstone (commanding officer), Lieut.-Cdr. R. J. Parkes (operations officer), and Lieut.-Cdr. J. P. Cardale (navigator). It must have been a case of "all hands on deck!"



POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during July.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (7.12.76), 1; LS(EW)LR(W) — Dry, 2; PO(M) — Int (30.6.77), 7; LS(M) — Dry, 2; PO(R) — Int (30.3.77), 3; LS(R) — Dry, 6; PO(S) — Dry, 7; LS(S) — Dry, 4; PO(D) — Dry, 1; LS(D) — Dry, Nil; PO(MW) — 183, Nil; LS(MS) — Dry, Nil; PO(SR) — Dry, Nil; LS(SR) — Dry, 3; POPT — 202, Nil; RPO — 260, 4; RS — 304, 2; LRO(G) — Int (13.12.77), 10; CY — 241, 3; LRO(T) — Int (15.3.77), 5; PO(S)SM — Dry, 2; LS(S)SM — Dry, 1; RS(SM) — 178, Nil; LRO(SM) — Dry, 2; PO(UW)SM — Int (15.3.77), 2; LS(UW)SM — Dry, Nil; POMEM — Dry, 11; LMEM — Dry, 43; POCEL — Dry, Nil; LCEM — Int (9.3.78), 5;

POCEL — Int (9.12.77), 7; LOEM — Int (18.5.78), 20; POREL — Int (4.1.78), 3; LREM — Dry, 15; POWTR — 153, 5; LWTR — Int (4.4.77), 8; POCA — 318, 3; LSA — Int (17.3.77), 5; POCA — Dry, 1; LCA — Dry, 1; POCK — 426, 5; LCK — 114, 15; POSTO — 328, 6; LSTD — Int (30.10.78), 8; POMA — 253, 1; LMA — 192, 5; POAP/POAM(AE) — 211, 2; LAM(AE) — 144, 20; POEL(A) — 250, 3; LEM(A) — 132, 14; POREL(A) — 241, 7; LREM(A) — Int (17.6.77), 7; POE(LAW) — Int (4.1.77), Nil; LEM(AW) — Int (12.10.76), 1; POA(AH) — 327, 3; LA(AH) — 81, 4; POA(SE) — 624, Nil; LA(SE) — Int (25.2.77), Nil; POA(Phot) — 416, 1; POA(MET) — 148, Nil; POACMN — 252, 3;

POWREN AF(AE) — 184, Nil; LWREN AM — 203, Nil; POWREN CK — Int (30.9.77), Nil; LWREN CK — Int (28.3.78), 1; POWREN DSA — Int (12.3.76), 1; LWREN DSA — Int (6.5.77), 4; POWREN MET — 129, Nil; LWREN MET — Int (4.2.77), Nil; POWREN PHOT — 160, Nil; LWREN PHOT — Int (1.2.77), Nil; POWREN R — 244, Nil; LWREN R — 79, 1; POWREN RS — Int (15.6.76), 1; LWREN RO — Int (8.6.76); POWREN STD G — 205, Nil; LWREN STD G — Int (17.6.76), Nil; POWREN STD O — Int (14.11.77), 1; LWREN STD O — Int (4.4.77), 5; POWREN SA — Int (12.7.77), Nil; LWREN SA — Int (20.6.78), 3; POWREN TSA — 400, Nil; LWREN TSA — 285, 1; POWREN WA — Int (18.2.77), Nil; LWREN WA — 90, 1; POWREN WTR G — 81, Nil; LWREN WTR G — Int (21.6.76), 6; POWREN WTR P — 90, 1; LWREN WTR P — Int (21.2.77), 4; LWREN WTR S — Int (18.10.77), Nil; POWREN DH — Int (6.5.77), Nil.

TARTAN ROLE FOR SCYLLA

H.M.S. Scylla played a key role in the Royal Engineers' Exercise Tartan Venture, ferrying members of the Junior Leaders Regiment between the Western Isles and the Scottish mainland, with the frigate's Royal Marines detachment providing the retreating "enemy" for the soldiers.

The frigate also called at Aberdeen for the city's festival week and provided a "Crossing-the-Line Ceremony" float for the

opening.

Visitors to the ship included Sea Cadets from T.S. Scylla, while about 80 members of the ship's company were invited to a civic lunch. At a party on board for children from the Linn Moor Home, the ship's adopted charity, a cheque for £200 was presented by the commanding officer (Cdr. J. L. Backus). Volunteers visited the home with gifts and to help with jobs.

During a visit to Newcastle, the Scylla was presented with the Flag of Rear-Admiral Sir Philip Vian, whose flagship was the Dido class cruiser H.M.S. Scylla when he commanded the British Naval Forces in Operation Overlord during the Normandy landings.

The flag was presented by Admiral Vian's daughters, Mrs. Harry Keate, wife of Commodore H. R. Keate, and Mrs. Edward Farquar.

PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

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R. Cochran (London).
To CPO(PT) — W. A. Witham (Nelson).
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To CPOCA — F. Harkin (Nelson).

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To ACCEMN(P) — D. Cooper (London), P. J. Southern (Dolphin).
To ACMEA(P) — J. D. A. Maggs (Ark Royal), T. F. Elliot (Ark Royal).

Knowle Hospital summer fete featured a five-a-side football match between teams from H.M.S. Intrepid and Radio Victory. The match was won by the Intrepid, who also provided an eight-strong team for the "It's a Knockout" competition.

PEN-PALS PEN-PALS PEN-PALS PEN-PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:—

Dawn (17), single, 5ft. 5in., brown hair, blue eyes, Hull.
Carol (21), single, 5ft. 7in., brown hair, green eyes, Hull.
Kay (16), 5ft. 7in., brown hair, blue eyes, London.
Sabrina (18), single, 4ft. 11in., brown hair, brown eyes, London.
Mandy (17), single, 5ft. 3in., brown hair, brown eyes, Templecombe, Somerset.
Carolyn (18), single, 5ft. 4in., fair hair, blue eyes, Okehampton.
Sharon (22), separated, brown hair, brown eyes, one son, Godalming.
Samantha (24), single, blonde hair, blue eyes, Hanworth, Mdx.
Anne (26), single, 5ft. 2in., blonde hair, blue eyes, Milton Keynes.
Anita (19), single, 5ft. 5in., brown hair, brown eyes, Manchester.
Helen (18), single, 5ft. 8in., brown hair, hazel eyes, Gosport.
Melanie (15), 5ft. 8in., brown hair, blue eyes, Doncaster.
Susan (25), single, brown hair, brown eyes, Portsmouth.
Christine (16), 5ft. 4in., brown hair, brown eyes, Welling, Kent.
Elizabeth (16), 5ft. 6in., blonde hair, hazel eyes, Thingwall, Wirral.
Lesley (15), 5ft. 2in., blonde hair, blue eyes, Littlehampton.
Diane (20), single, 5ft. 4in., blonde hair, blue eyes, Luton.
Linda (16), 5ft. 1in., ginger hair, hazel eyes, Edinburgh.
Marilyn (17), single, dark hair, green eyes, Bristol.
Patricia (16), 5ft., fair hair, blue eyes, Harlow.
Isabel (28), divorced, 5ft. 3in., brown hair, blue eyes, one son, Luton.
Christine (19), single, 5ft. 4in., brown hair, blue eyes, Maidstone.
Jeanette (16), 5ft. 8in., brown hair, grey eyes, London.
Kate (15), 5ft. 6in., brown hair, blue eyes, Llanwrda, Dyfed.

Dawn (15), 5ft. 4in., fair hair, blue eyes, Deal.
Maureen (46), divorced, auburn hair, blue eyes, Nottingham.
Jacky (16), 5ft. 2in., brown hair, blue-grey eyes, Twickenham.
Tracey (17), single, 5ft. 6in., brown hair, green eyes, Leicester.
Linda (20), single, 5ft. 4in., brown hair, brown eyes, Manchester.
Mary (31), divorced, 5ft. 2in., brown hair, hazel eyes, two children, Southampton.
Kay B. (16), 5ft. 4in., blonde hair, blue eyes, London.
Donna (16), 5ft. 8in., brown hair, blue eyes, London.
Lesley (22), single, 5ft. 9in., brown hair, green eyes, Coventry.
Audrey (15), 5ft. 4in., brown hair, grey-blue eyes, Manchester.
Judith (16), 5ft. 3in., blonde hair, blue eyes, Matlock.
Shella (23), separated, 5ft. 3in., blonde hair, blue eyes, one child (2), Bideford.
Sandra (28) divorced, 5ft. 3in., dark hair, grey-blue eyes, two children, Blyth.
Cheryl (16), 5ft. 6in., brown hair, brown eyes, Harrogate.
Gillian (38), separated, 5ft. 5in., brown hair, brown eyes, one son, London.
Frances (16), 5ft. 4in., brown hair, blue eyes, London.
Fiona (16), 5ft. 8in., chestnut hair, blue-grey eyes, Hampton, Mdx.
Caroline (15), 5ft. 6in., brown hair, brown eyes, Bristol.
Peggy (29), separated, brown hair, blue eyes, Plymouth.
Christine (21), single, 5ft. 8in., blonde hair, blue eyes, Nottingham.
Debbie (15), blonde hair, hazel eyes, Hampton, Mdx.
Kim (17), single, 5ft., brown hair, grey-green eyes, Milton Keynes.
Wendy (17), single, 5ft. 2in., brown hair, blue eyes, Bristol.
Catherine (16), 5ft. 7in., auburn hair, blue-green eyes, Halesowen, W. Midlands.
Pat (34), divorced, 5ft. 2in., blonde hair, blue eyes, three children, Doncaster.
Valerie (33), separated, 5ft. 6in., blonde hair, brown eyes, three children, Derby.
Elaine-Marie (28), divorce pending, 5ft. 3in., blonde hair, hazel eyes, one daughter (5), Plymouth.
Julia (22), single, 5ft. 6in., blonde hair, grey-green eyes, Southampton.
Gina (16), 5ft. 2in., auburn hair, blue eyes, South Benfleet, Essex.
Beryl (34), divorced, 5ft. 6in., fair hair, blue eyes, three children, Liverpool.
Lorraine (20), single, 5ft. 4in., blonde hair, blue eyes, Margate.
Diane (22), single, 5ft. 3in., brown hair, blue eyes, Falkirk.
Sandra (19), single, 5ft. 3in., brown hair, hazel eyes, Croydon.

Yvonne (25), single, 5ft. 3in., black hair, brown eyes, one daughter (6), Machen, Gwent.
Pauline (23), single, 5ft. 6in., brown hair, brown eyes, Stoke-on-Trent.
Susan (21), single, 5ft. 2in., brown hair, Bolton, Lancs.
Tina (18), single, 5ft. 8in., fair hair, Guernsey.
Connie (16), brown hair, brown eyes, Siema, Malta.
Glenda (28), single, 5ft. 6in., dark hair, green eyes, Nuneaton.
Lorraine (16), 5ft. 3in., fair hair, blue eyes, Plymouth.
Glenna (17), single, 5ft. 5in., brown hair, blue eyes, Purley, Surrey.
Sue (30), divorced, 5ft. 3in., brown hair, brown eyes, two children, Salisbury, Wilts.
Mrs. L. (50), widow, 5ft. 6in., dark hair, dark eyes, Plymouth.
Jennie (27), divorced, 5ft. 6in., fair hair, blue eyes, one daughter (3), Bromsgrove.
Maureen (40), divorced, brown hair, blue eyes, one daughter (9), Portsmouth.
Mrs. H. (42), divorced, 5ft. 3in., brown hair, brown eyes, three children, Wellingborough.
Christine (23), divorced, 5ft. 2in., brown hair, blue eyes, two children, Eastbourne.
Rosa (21), single, 5ft. 5in., brown hair, green eyes, Bognor Regis, Sussex.
Sue (28), divorced, 5ft. 5in., brown hair, hazel eyes, Bognor Regis.
Debbie (16), 5ft. 5in., brown hair, blue eyes, Bognor Regis.
Dawn (17), single, 5ft. 4in., blonde hair, blue eyes, Birmingham.
Elizabeth (24), divorced, brown hair, blue eyes, three children, Grimsby.
Wendy (22), single, 5ft. 3in., brown eyes, one son, Sheffield.
Pauline (17), single, ginger hair, blue eyes, Birmingham.
Claire (15), 5ft. 4in., brunette, brown eyes, Hemel Hempstead.
Heather (22), single, 5ft. 4in., brown hair, hazel eyes, Teignmouth.
Julia (21), single, 5ft. 1in., brown hair, brown eyes, Bristol.
Lynn (28), single, 5ft. 4in., brown hair, blue eyes, Portsmouth.
Karen (19), single, 5ft. 7in., brown hair, hazel eyes, Portsmouth.
Jayne (16), brown hair, blue eyes, Birmingham.
Jane (27), single, 5ft. 2in., brown hair, one daughter (9), London.
Nadia (24), divorced, 5ft. 9in., two children, Chichester.
Colleen (24), single, auburn hair, blue eyes, two children, Grimsby.
Deborah (17), single, 5ft. 3in., blonde hair, blue eyes, Wells, Somerset.
Victoria (56), widow, 5ft. 6in., blonde hair, blue eyes, Southend-on-Sea.
Angela (17), single, 4ft. 9in., blonde hair, blue-grey eyes, Bordon, Hants.

Margaret (28), single, 5ft. 5in., black hair, brown eyes, Sheffield.
Wendy (25), single, 5ft. 6in., fair hair, blue eyes, Rotherham.
Sue (19), single, 5ft. 8in., brown hair, blue eyes, Sheffield.
Kathryn (19), single, 5ft. 2in., brown hair, brown eyes, Sheffield.
Michelle (16), 5ft. 7in., brown hair, grey-green eyes, Perranporth.
Jean (35), divorced, 5ft., brunette, hazel eyes, four children, Filey, Yorks.
Maureen (32), divorced, brown hair, blue eyes, two children, Norwich.
Kay (15), 5ft. 6in., brown hair, hazel eyes, Brierley Hill, W. Midlands.
Heather (18), single, 5ft. 5in., fair hair, hazel eyes, Workop, Notts.
Danielle (17), single, brown hair, brown eyes, Wells, Somerset.
Pauline (22), single, 5ft. 2in., black hair, brown eyes, Coventry.
Phyl (38), divorced, 5ft. 4in., chestnut hair, green eyes, one daughter (9), London.
Rita (29), 5ft. 5in., dark hair, brown eyes, one daughter (3), London.
Clare (19), single, 4ft. 10in., brown hair, green eyes, Portsmouth.
Joyce (25), divorced, 5ft. 2in., blonde hair, blue-grey eyes, one daughter, Gosport.
Karen (17), single, 5ft. 5in., brown hair, blue eyes, Exeter.
Roberta (20), single, 5ft. 3in., auburn hair, grey-green eyes, High Wycombe.
Amy (55), widow, 5ft. 6in., brown hair, hazel eyes, Beckenham.
Jeanette (23), single, 5ft. 4in., brown hair, hazel eyes, Stevenage.
Jill (18), single, 5ft. 3in., blonde hair, blue eyes, Weybridge, Surrey.
Lesley (16), 5ft. 3in., auburn hair, blue eyes, Burbage, Leics.
Karen (16), 5ft. 2in., blonde hair, blue eyes, Canvey Island.
Jane (25), single, brown hair, brown eyes, Hampton, Mdx.
Sylvia (37), divorce pending, brown hair, brown eyes, Hampton, Mdx.
Wendie (16), 5ft. 6in., brown hair, blue eyes, Leeds.
Julie (16), 5ft. 3in., brown hair, brown eyes, Bristol.
Caroline (30), divorced, dark hair, brown eyes, two children, Havant, Hants.
Susan (21), single, 5ft., fair hair, blue-grey eyes, South Wirral.
Ann (20), single, 5ft. 4in., brown hair, brown eyes, Rotherham.
Carole (18), single, brunette, blue eyes, Warrash, Hants.
Michelle (20), single, 5ft. 11in., brown hair, blue eyes, Birmingham.
Alison (16), 5ft. 1in., auburn hair, blue eyes, Bournemouth.
Karen (15), 5ft. 4in., brown hair, blue eyes, Bournemouth.

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BRANCH NEWS

It must be the time of the year for pints of cider — or pints of something stronger. Whatever the reason, there is a sudden upsurge in the number of ballads, sonnets and poems of all sizes, flowing our way.

Nor is inspiration limited to ships, the sea, or to borrow a poetic line, "battles long ago." The R.N.A. poets are men of vision. A "dry" club in Leicester can inspire one poet to write ten amusing verses, whereas another will limit himself to ten lines or compose a poem as an exercise in alliteration.

Despite the high quality of some contributions, Navy News, sadly,

has not the space to publish verse in the R.N.A. pages.

If it is the poetic season, not everyone is gripped by the fever. Shipmates in many branches have their minds trained on such mundane matters as Trafalgar Day parades and dances yet to come. Forward planning is so far ahead in some branches the talk is already of Christmas. But not a whisper yet from anyone of the awaited Miss R.N.A. contest.

With Christmas in mind, West

Bromwich have decided to go for some cultural entertainment this year and present one of the classic Yuletide pantomimes. They would like to try their hand at the matelots' unabridged version of "Cinderella" but are having difficulty locating a script. If it has not been "blackd" by Mary White-

house, can someone suggest where a script can be found?

Rumour has it that Harlow are also planning "something special" for their Christmas dance which will take place on Saturday, November 11, at Our Lady of Fatima Hall, Harlow. And while on the subject of social events, the "men only" run ashore as guests of Braintree was a great success and shipmates send their thanks for a memorable visit.

Membership, steadily rising at Hereford, is expected to reach the 100 mark before very long. This enthusiasm was reflected at the branch dinner dance on July 7 which attracted an attendance of 250 members and guests. Plans are



Singapore ensign may go back East

The White Ensign being examined here by Mr. Derek Nunn, verger at the Royal Dockyard Church, Chatham, may have a place of honour in the Royal Navy's newest church being built at Hong Kong. The flag, now threadbare, torn and stained, flew in the naval base at Singapore when the island fell to the Japanese in 1942. It was hidden in prison camps and re-hoisted when the Japanese surrendered. The flag has been at Chatham for safe keeping since the Singapore base closed.

CALLING OLD SHIPMATES

Mr. Barrie A. Johnson, 3, Oakwood Court, Bundle Hill, Halesowen, West Midlands, B63 4AE, former LOEM, would like to hear from his old shipmate LREM David Morris who served with him in H.M.S. London 1965-68, last known at 9, Trafalgar Square, H.M.S. Forest Moor, Darley, Harrogate, Yorks.

Mr. A. F. Beckett, 4, Pagnell Grove, Billesley, Birmingham 13, has a telescope bought in a street market in 1940 inscribed: "Presented by the Lord Commissioners of the Admiralty to Sub-Lieut. George S. Q. Carr for meritorious examination 1886." He would welcome details of original owner.

Mr. R. D. Layman, 50, Mohawk Avenue, Corte Madera, California, 94925 U.S. is writing a history of the Cuxhaven Raid, December 25, 1914, and wishes to correspond with any former Royal Navy or Royal Naval

Air Service personnel who took part. Mr. G. Frost, former REM and ex-Yorkie, 49, Redesdale Road, Chester Le Street, Chester Le Street 88819, would like to hear from any of his old shipmates.

Mr. S. S. Patience, 114, Mottisfont Road, London, S.E.2 wishes to contact the families and relatives of those who served in the Jervis Bay, the officers and men who survived and the officers and men who served in the convoy which the Jervis Bay left to take on the German pocket battleship Admiral Scheer, with a view to forming a Jervis Bay Memorial Association.

The Hillman Family — Gwen, Doll and Margaret, 3, Heathcote Road, Forest, Melksham, Wilts are anxious to hear from their old friend PO Bill Wheeler, who was stationed at Melksham and Portsmouth and who may be known from Indefati-

gable. Mr. J. R. Brown, Room 18, Erskine Hospital, Bishopton, Renfrewshire, PA7 5PU, would like to say hello to shipmates who served with him during the Second World War in the landing party to Harstaad, Norway aboard ss Royal Scotsman; in the corvette H.M.S. Armeria 1941-1943; in the sloop H.M.S. Fowey 1944-45 and in the destroyer H.M.S. Chaplet 1945.

Mr. J. Merritt, 23, Willada Close, Bedminster Down, Bristol, BS3 5NG, is keen to get in touch with his old shipmate William Joyce, former chief gunner's mate H.M.S. Ramillies, who came from Liverpool.

Mr. Tom King, ex-PO, 130, Upper Clapton Road, London, E5, would like to hear from any shipmate of H.M.S. Foxhound — 1937 Spanish Civil War patrol.

Mr. H. D. "Bert" George, ex

S.A.N.F.(V), 7, Edge Hill Court, The Crescent, Sidcup, Kent (alias Bert the Bok), sends salaams to all shipmates, particularly those who served in H.M.S. Dragon, the "Mickey Mice" of Draycott R.N.T.U., St John's College, R.N.T.U., Fulham, and last but not least L.S.T. 162 and sister.

Mr. L. Goddard, 60, Laburnum Road, Hayes, Middx., former air mechanic "O", would be pleased to hear from anyone who served in 1831 Sqdn. H.M.S. Glory. Telephone: 848-8978.

Mrs. H. Matthews, 8, Seaview Terrace, Lipson, Plymouth, PL4 8RL, is appealing to members of H.M.S. Sheba (1966-67) in the hope of obtaining a photograph of a show they put on, "Corp de ballet." Her husband was a member of the cast and a memento of the period would be most welcome.

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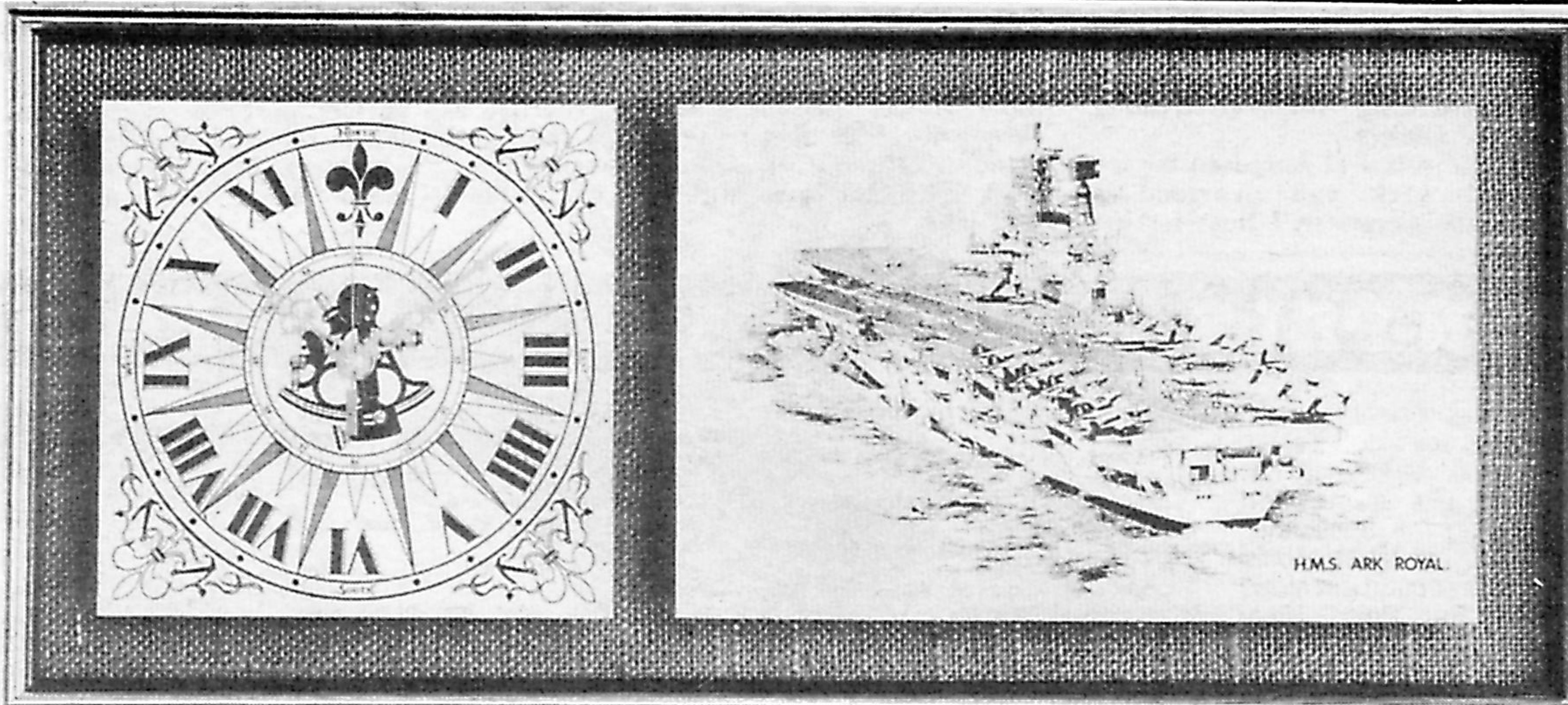
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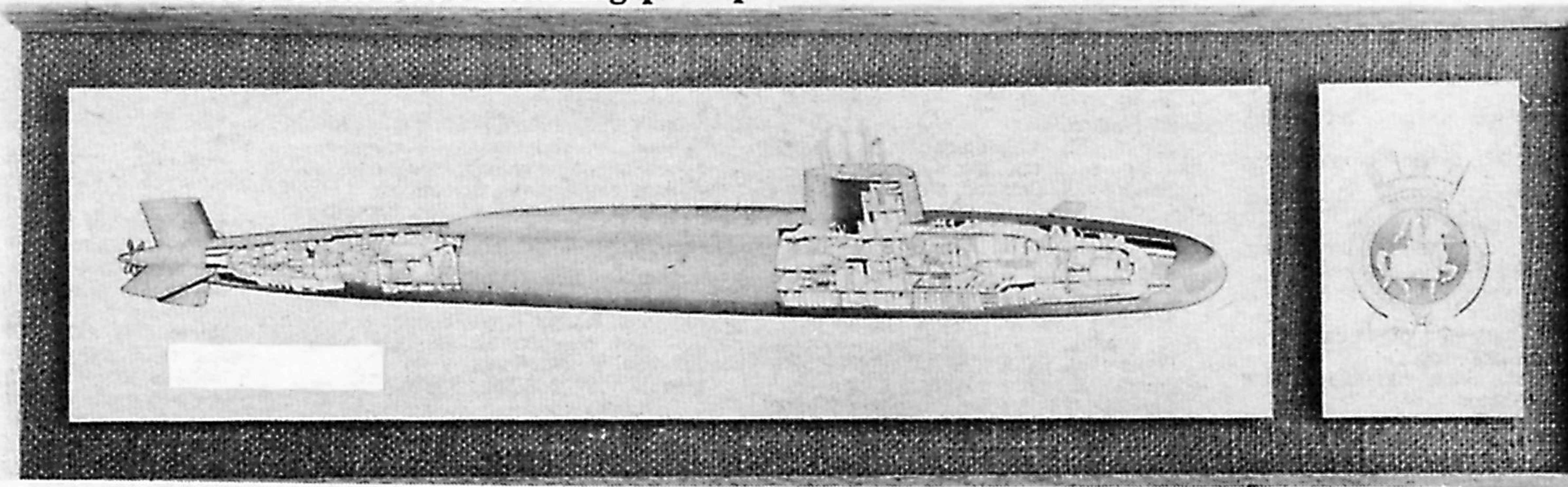
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hunt for 'Cinders'

afloat to endow berths in T.S. Royalist in 1979-80 and support has already been given to the Central Charities Fund, the local kidney machine fund and the King George's Fund for Sailors.

Lincoln were honoured when the branch standard of No. 9 Area was dedicated in their cathedral on July 22. The service was conducted by Chancellor Canon Dr. J. S. Nurser and Shipmates N. H. Brough (area president) and W.O. Roberts read the Lessons. The service was followed by a buffet lunch at headquarters club, attended by the Mayor of Lincoln.

Scarborough welcome

Members of the Royal Naval Patrol Service Association, Scarborough branch, meet every Sunday at noon in the Lord Nelson Hotel, Foreshore Road, opposite Lifeboat House. They extend welcome to all R.N.P.S. shipmates to join them there.

Eastbourne visits

Eastbourne Royal Naval Old Comrades Club continues to entertain various branches visiting Eastbourne during the summer season and are endeavouring to return the visits when possible. Two coach loads of senior citizens greatly enjoyed their visit to Portsmouth where they had lunch at the Navy Club followed by a visit to the Royal Marines Museum.

Wildfire details

Members of the newly-formed Wildfire Association meet on the second Thursday of the month at 2000 in the clubroom of H.M.S. Wildfire, the Royal Naval Reserve Unit at Chatham. Any retired Wren or rating interested in joining the Association should write for details to: Mrs. M. Moore, c/o Chatham HQ Unit, RNR, H.M.S. Wildfire, Medway Road, Gillingham, Kent.

A visit to the R.N. air station at Yeovilton and the Fleet Air Arm Museum was greatly enjoyed by members of Stoke-on-Trent branch, who travelled there by coach, picking up fellow members from Biddulph and Stone along the way. Great interest was shown in Concorde 002 and time allowed for a visit to Wells and the Cheddar Gorge.

'Bubbly'

The 90th birthday of Shipmate Tommy Bloor was celebrated with "bubbly" and members welcome their new branch chaplain, the Rev. Peter Tyrell, a former B.B.C. personality who served in the Royal Navy during the Second World War.

It is the holiday season in South Devon, but Newton Abbot report an "all quiet" on their scene. Their barn dance was a great success but the unseasonable weather roused little enthusiasm for a cockle taking competition on the River Teign, or indeed, for the "swim-in" at the local baths.

Weather, glad to say, did not spoil a wonderful day's outing arranged by Wear for senior citizens, wives and widows of late shipmates. It was organised by welfare officers Shipmates Tommy Bland, Wally Smith, George Dalby and Tommy White, who have earned the gratitude of all.

'Friendship'

A visit to the club by members of the ship's company of H.M.S. Fearless was another happy occasion enjoyed by visitors and members alike.

Going to the aid of the less fortunate is getting a habit at Kirkby. The branch this time extends the hand of friendship to the local Sea Cadet Unit. Their headquarters, broken into many times in the past year, was set on fire at the last break-in and the cadets were left homeless.

On being offered new premises they found they could not afford the rent though they could meet the other running costs. Kirkby decided to help the unit and pay their annual rent of £1,200.



Now he's what you'd call a 'regular'!

Above: Mr. Fred Kimber enjoys a drink at the Red Lion, Sittingbourne, with AB Glen Smith and LS Terry Cumberland, whose parents were not born when Mr. Kimber first put on uniform. Mr. Kimber has patronised the Red Lion for nearly 80 years and since his 90th birthday has enjoyed a free glass of mild provided by licensee Mr. Roy Reed, who is also in PO Roger Smart's picture. Inset: Stoker 2nd Class Kimber on the day he joined the Royal Navy in 1903.

REUNIONS

The first reunion dinner of 1st crew 1942-44 of the submarine H.M.S. Taurus at the Union Jack Club, London, was a great success. Twenty-two members and wives attended, including the Second Sea Lord (Admiral Sir Gordon Tait) and Capt. M. R. A. Wingfield. For details of 1979 reunion write to Norman Revell, 142, Darlington Lane, Stockton-on-Tees, Cleveland. Telephone: 0642-64523.

★ ★ ★

About 250 ex-Leanders travelled from all parts of New Zealand to Auckland to attend the 35th reunion of the H.M.N.Z.S. Leander Association. It opened with a ladies' evening and dance attended by 310 couples. Next day there was a muster of 250 members and a lot of salt water was splashed about and lots of rum were drunk. A congregation of about 700 attended the memorial service at Devonport Naval Base Church of St Christopher.

For the first time in 38 years survivors of H.M.S. Delight, sunk on July 29, 1940, met at Southsea Common for a wreath laying ceremony at the naval War Memorial. The reunion was the idea of Mr. Ted Horner, then a 20-year-old stoker, and Mr. Dick Dimon, a former leading torpedo operator in the ship. More than 20 of the crew of H.M.S. Delight were killed and 70 injured during a dusk raid by a squadron of 16 Stukas.

★ ★ ★

The Exeter Flotilla, Trafalgar service will be held in Exeter Cathedral at 11.15 a.m., Sunday, October 22. The preacher will be the Lord Bishop of Exeter, the Right Rev. Eric Mercer. For details write to: Cdr. A. S. Martin, Penrose, 78, Magdalen Road, Exeter, Devon, EX2 4TR.

★ ★ ★

Submarine Old Comrades Association (No. 1 branch Wales) are holding a dinner followed by an evening of amateur boxing on September 29, at New County Hall, Cwmbran, Gwent. Tickets, limited to 300, cost £10 each. Proceeds to aid the submarine Museum and H.M.S. Alliance Appeal Fund. Details from: Mr. R. T. Harris, 34, Foreland Road, Whitchurch, Cardiff. Telephone (day) 708761; (home) 616508.

★ ★ ★

Yangtze River Gunboatmen's Association are holding their ninth reunion at Whaley Club, H.M.S. Excellent, on September 23, at 7 p.m. for details apply: Lieut. D. W. Toms, R.N. (Rtd.), 34, Bath Road, Southsea, Hants PO4 0HT. Telephone Portsmouth 732462.

★ ★ ★

Barnardo's Old Boys — Watts Naval Training School, Russell-Cotes Nautical School and Parkstone Sea Training School — hold their reunion on September 30, 3 p.m. 7 p.m., at Greenwich, London, S.E. for details write to Sid Barron, c/o After Care Section, Dr. Barnardo's, Tanners Lane, Barkingside, Essex.

★ ★ ★

The Chatham branch of the Royal Hospital School Old Boys Association annual dinner dance will take place on October 21, at Veglio's Motel, Maidstone, Kent. Tickets £6 each (money with orders please) from Sandy Parkinson, 5, Alexander Road, Bexleyheath, Kent, DA7 4TU. Telephone 304-3635. Coach organised from the Bexleyheath area. The branch November meeting will take place at the Union Jack Club, Sandell Street, Waterloo, November 1, 7.30 p.m.

75 years on, Fred returns

When 92-year-old Fred Kimber, of Chatham, visited H.M.S. Pembroke — which he joined as a young sailor in 1903 — he found some startling changes.

But what really shocked him was to find transport parked on the parade ground. In his day, this was "holy ground," crossed only at the double.

Fred joined H.M.S. Pembroke, then the Royal Naval Barracks, six months after it first opened for ratings. Previously they had been accommodated in hulks in the dockyard.

As an 18-year-old stoker 2nd class, he breakfasted on dry bread — if you wanted butter you bought it — and the last meal of the day was served at 3.30 p.m.

He earned seven shillings a week, which was put into his cap each week on pay day. With beer at 2d. a pint and a ticket into a music hall costing the same, he could catch a tram to town, have an evening out, and still have change left out of a shilling.

Fred, who is possibly Chatham's oldest sailor, is still active. He left the Royal Navy on pension in 1925, was recalled in 1939 and served a further six years.

For many years he was a member of the Royal Naval Association.

OBITUARIES

Shipmate Jack Mathews, member of Wantage Branch, died July 28, aged 61. An ex-leading telegraphist, he joined the Royal Navy at H.M.S. Ganges in 1933 and joined his first ship H.M.S. Leander on the China Station a year later. He served in H.M. ships Dorsetshire, Caradoc, Illustrious, Dalrymple and Crane.

Shipmate Jocelyn (Jo) Marie Balcomb (nee Francis). Served in the WRNS 1943-46. Died July 20, age 53. Employed at Northwood and Ruislip with "Ultra" de-ciphering system which broke German secret coding.

New honour for submarine V.C.s



Pictured here with the commanding officer of H.M.S. Dreadnought, Cdr J. F. T. G. Salt, are two distinguished former submariners and holders of the Victoria Cross, Mr. James Magennis (left) and Mr. Thomas Gould. Both were attending a ceremony at the Clyde Submarine Base to mark the opening of the senior and junior rates' accommodation blocks, named respectively Magennis and Gould Blocks. Mr.

Magennis, a former acting leading seaman, served in the Midget submarine XE-3. He was awarded the Victoria Cross for his courage and devotion to duty when the XE-3 attacked a Japanese cruiser on July 31, 1945. Mr. Gould, formerly a petty officer in the submarine H.M.S. Thrasher, won the award for his outstanding service in helping to remove an unexploded bomb from the submarine on February 16, 1942.

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The 'amazing' team effort that got Peter mobile

Just how much can be achieved by co-operation among charitable organizations when misfortune strikes is underlined by the story of former Royal Navy leading steward Mr. Peter Philo.

Leaving the Navy after four years' service in 1947, Peter subsequently joined the Post Office but in 1964 was discharged on medical grounds.

He is suffering from multiple sclerosis. He is partially blind, has lost the use of his legs and has only limited power in his hands; nevertheless he remains alert and cheerful.

For many years his wife, who has had to give up full-time work to care for her husband, has been able to take him out in the back of their converted mini-van.

Because of Peter's condition this became impossible and he needed a vehicle capable of taking a hoist which enables him to enter and leave via his invalid chair.

The cost of a suitably adapted car: £2,887.20.

Peter's family could not possibly raise this amount, so he contacted the Welfare Officer at his local Post Office, who in turn sought the help of the Royal Naval Benevolent Trust.

The R.N.B.T. Grants Committee immediately showed support by approving a grant of £200 — and directed the Secretary to seek the co-operation of other Funds.

Meanwhile, the Post Office Welfare Officer pursued other inquiries locally — particularly those organizations and societies associated with Post Office employees.

Everyone rallied round and the target figure was met.

This is a summary of how it was achieved:

Mr. Philo's own account	£500
Donations from friends etc.	£600
R.N.B.T.	£200
Multiple Sclerosis	£50
Insurance Society, Post Office	£400
S.S.A.F.A.	£120
Forces' Help Society and Lord Roberts Workshops ..	£200
Navy Special Fund	£100
Invalids at Home	£200
District Postmaster Fund	£50
Rowland Hill	£100
Royal British Legion	£200
Union of Post Office Workers	£170

Total £2,890

So grateful is Peter, who lives in London, to R.N.B.T. and all the others who have made his new-found mobility possible that he has given permission for these details to be published and wishes publicly to thank everyone.

The Welfare Officer who started the ball rolling, Mr. J. M. Wells, has an apt comment to round off a heartening tale. "I have been amazed at the response," he says. "It endorses my personal view that if people are informed of others' misfortunes, they will rally round and help."



Vice-Admiral Sir John Roxburgh meets Grants Committee members at Portsmouth — left to right, CPO Peter Lilley (vice-chairman), FCPO Dave Pearson (chairman) and CMEA(P) John Barley.

Picture: CPO(Phot) Tony Wilson.



Mr. Charles Doherty (74), a former able seaman, and Mr. Walter Chalkley (89), who was a quartermaster sergeant in the Royal Marines, chat with Vice-Admiral Roxburgh at Pembroke House.

Admiral's inspection!

Vice-Admiral Sir John Roxburgh, who took over the Presidency of the Royal Naval Benevolent Trust in June, has lost no time in getting to know all facets of R.N.B.T.'s work.

On August 1 he went to the Head Office at 1, High Street, Brompton, Gillingham, where he met the General Secretary, Lieut.-Cdr. D. C. Lawrence, R.N. (ret), Hon. Treasurer, Mr. G. Coulson, and members of the staff.

He toured the building and later discussed matters of policy and finance. After lunch he visited Pembroke House, the Trust's home for aged naval men in Oxford Road, Gillingham, accompanied by Capt. A. S. Tippet, the senior advisory officer.

After being received by CPO Sam Sawdon, chairman of the management committee, and the matron, Miss Lilian Holden, he met all the staff on duty and spent the afternoon chatting to residents.

RECORDS WANTED

During his visit, Admiral Roxburgh was told that the home normally caters for 38 residents but at the moment 35 were accommodated with an average age of over 80.

He was disappointed to learn that there had been a poor response to an appeal for L.P.s for Pembroke House and hoped that the Fleet would rally to the cause and donate any unwanted records.

New President visits Chatham, Portsmouth

Continuing his "inspection," Vice-Admiral Sir John Roxburgh visited the Portsmouth office of the Trust on August 17 and after meeting local office staff spent over an hour discussing the Trust's role and casework activities.

He was told that nine years after the setting up of a policy committee to deal with a changing economic situation

and welfare and social structure, the Trust now has a very efficient benevolent organization run — thanks to a lot of voluntary help — at minimum cost.

Admiral Roxburgh was told that the number of letters, reports and other documents dealt with at James Lane House for the year ended July 31, 1978, was 16,573 — an average of 318 a week.

During the same period the Grants Committee allocated and was responsible for the disbursement of £237,472.

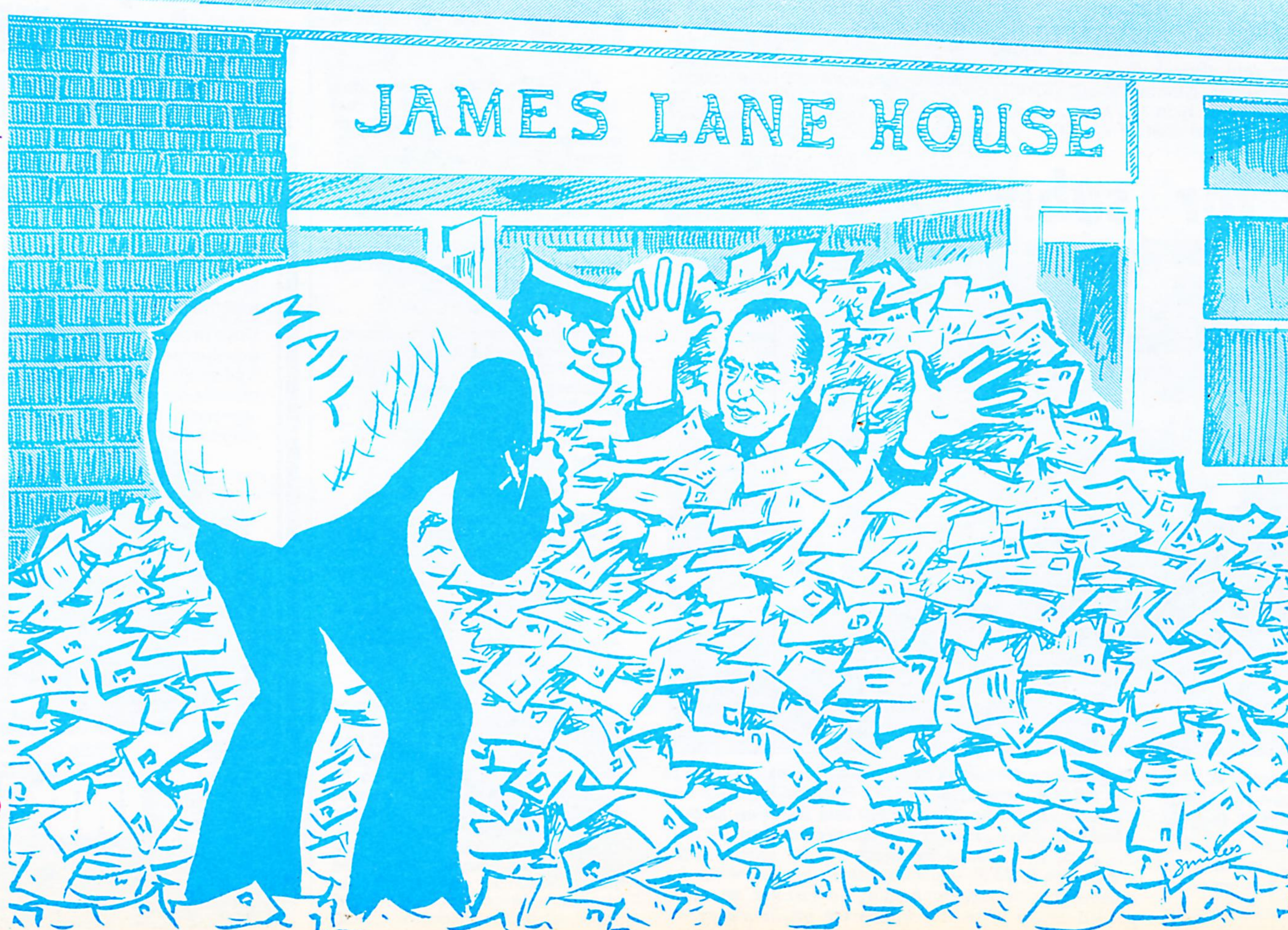
Applications from serving personnel are about 12 per cent. of the total and the average grant is about £66, about £14 up on a year ago.

INTEREST

Later, Admiral Roxburgh met Flag Officer Portsmouth, Rear-Admiral W. J. Graham, who, since his arrival in Portsmouth, has taken a great interest in the Local Committee and has ensured that the membership has been maintained at full strength.

The President also met officers and members of the Local Committee, saw the Grants Committee in action, met the staff of the Naval School of Motoring and chatted with pupils undergoing the pre-release vocational training course in motor driving.

All in all it was a day well spent, with the President feeling well satisfied with the way in which the men of the Fleet handle their own benevolent organization.



'Problems ...
problems ...
Lend a
hand,
Jack!'

MEA WHAT?

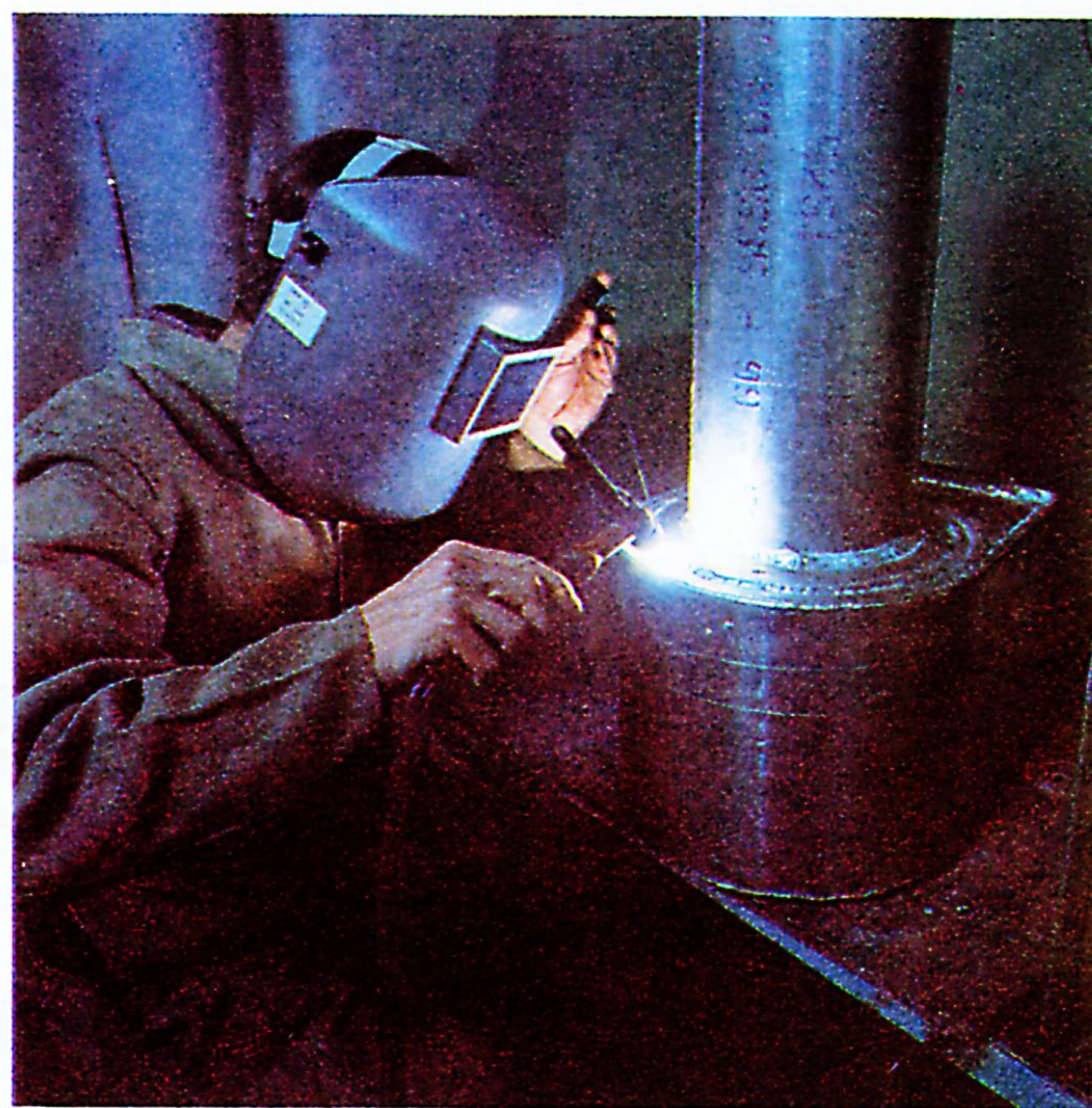
... Or how an Adqual helps the all-singing, all-dancing, ubiquitous Jack of all trades

As new equipment is introduced, fresh skills are called for and systems change, Adquals play an increasingly important part on the technical side of today's Navy. They provide a man with useful additional qualifications to a basic trade.

Two years ago a Hull Adqual pilot course started in Scotland's H.M.S. Caledonia to preserve and enhance the expertise in traditional hull skills passed down through generations but which, in the course of change, was in danger of erosion.

Today more than 50 men have gained the Hull Adqual, many of them are serving in Fleet Maintenance Groups, and the first are already practising their newly-acquired skills in drafts afloat.

The background to this qualification is complex but in essence its evolution goes like this: In the beginning (or at least a long time ago) came the ERA and his opposite number the shipwright artificer. During the 1960s they grew into the MEA(P) and the MEA(H) respectively. Late in that decade the two were combined with the object of allowing one man to operate in both spheres and the title was simplified to MEA. A principal aim was to give propulsion men more hull expertise. So the new title was born — "the all-singing, all-dancing, multi-trade ubiquitous MEA," as someone calls it elsewhere on this page.



It's what they call a mushroom top, and behind the disguise carrying out Argon-arc welding to fabricate this piece of aluminium ventilation equipment is MEA(P) Jones.

While the theory was laudable, those who know tell how in practice it proved impossible to introduce enough deep hull expertise either in training or when the men went to sea, where they found themselves working for their operator qualifications.

So the Hull Adqual was born and on to the course went MEAs, and later MEA(P)s and ME Mechanics. Started too was a six-week "enabling" course to prepare those without the necessary metalwork experience for the Adqual course.

Hull Adqual course pictures by LA(Phot) Brian Godfrey

Covered in the six-month course is a range of work like welding, joinery, and repairs to glass reinforced plastic. All are useful skills (and incidentally worthwhile stuff for the home decorating enthusiast and no harm at all as vocational training experience when the time finally comes for a second career).

First billets for men after the course are in FMGs, where they get further experience in new skills under the guidance of senior MEA(H)s. Then they move on to ships.

The aim is that something like 400 men should have the Hull Adqual by the mid-1980s.

A pertinent question, however, is how it is to be ensured that these men will be appropriately employed. Not unnaturally some of those selected for the course see themselves as direct replacements for the MEA(H)s and are apprehensive that they may find themselves employed full-time on hull matters.

This, they fear, could restrict their experience in traditional marine engineering fields and place them at a disadvantage compared with their fellow MEAs/Mechanicians at chief artificer or SD examinations.

The emphasis on hull matters which can develop at sea is appreciated by administrators of the system. But if there are apprehensions among men about their future employment after long and varied training, there is certainly determination by Engineering management that the men should get widest experience possible in all the jobs for which they were trained.

It is being stressed that men should be able to fulfil their engineroom watchkeeping roles and that their advancement prospects should not be affected.

At a time of branch shortages, no one pretends that problems will not arise, but the word is going out via Fleet and the Engineering branch that MEAs should be allowed to operate in all aspects of their job.

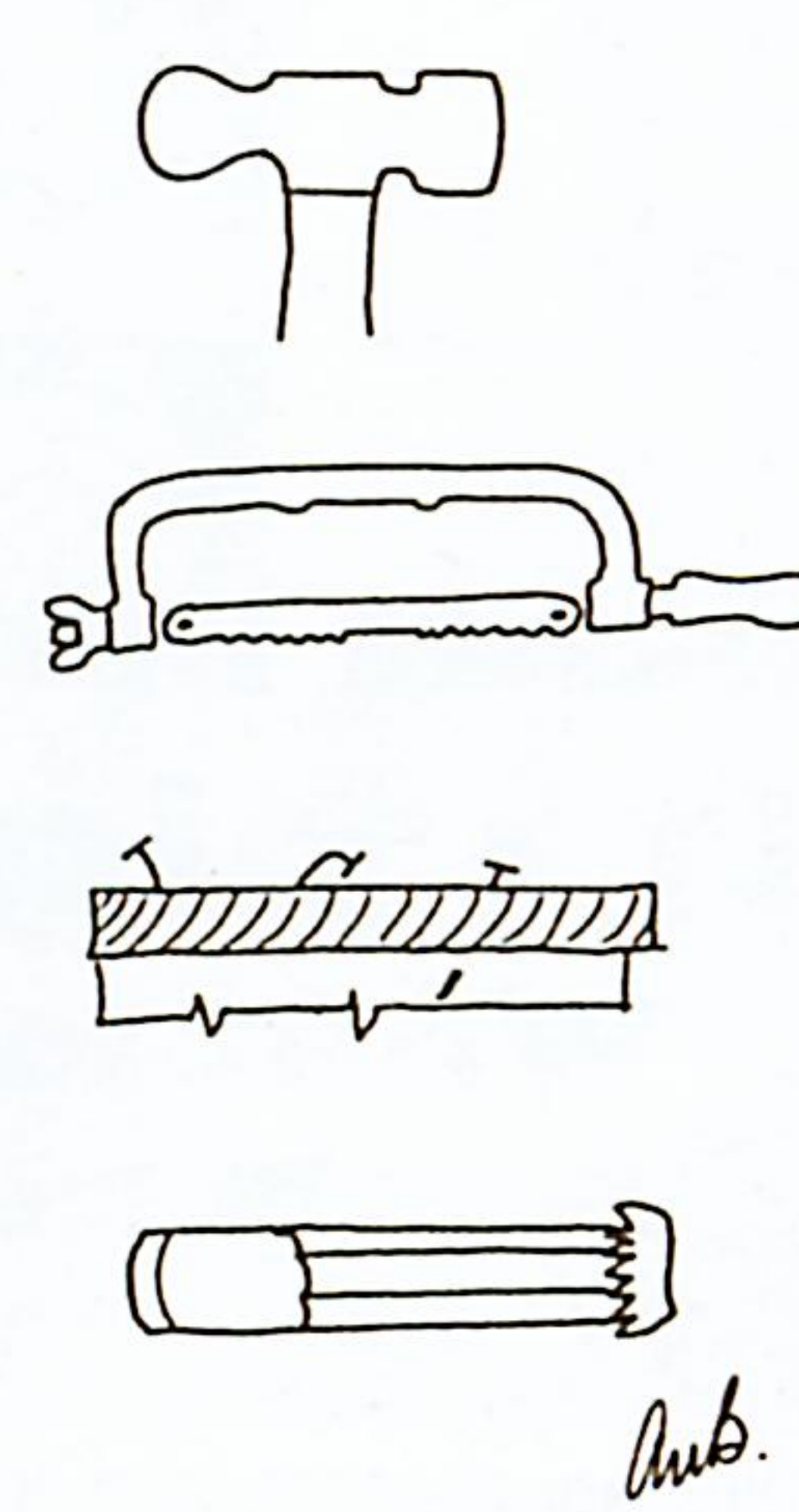
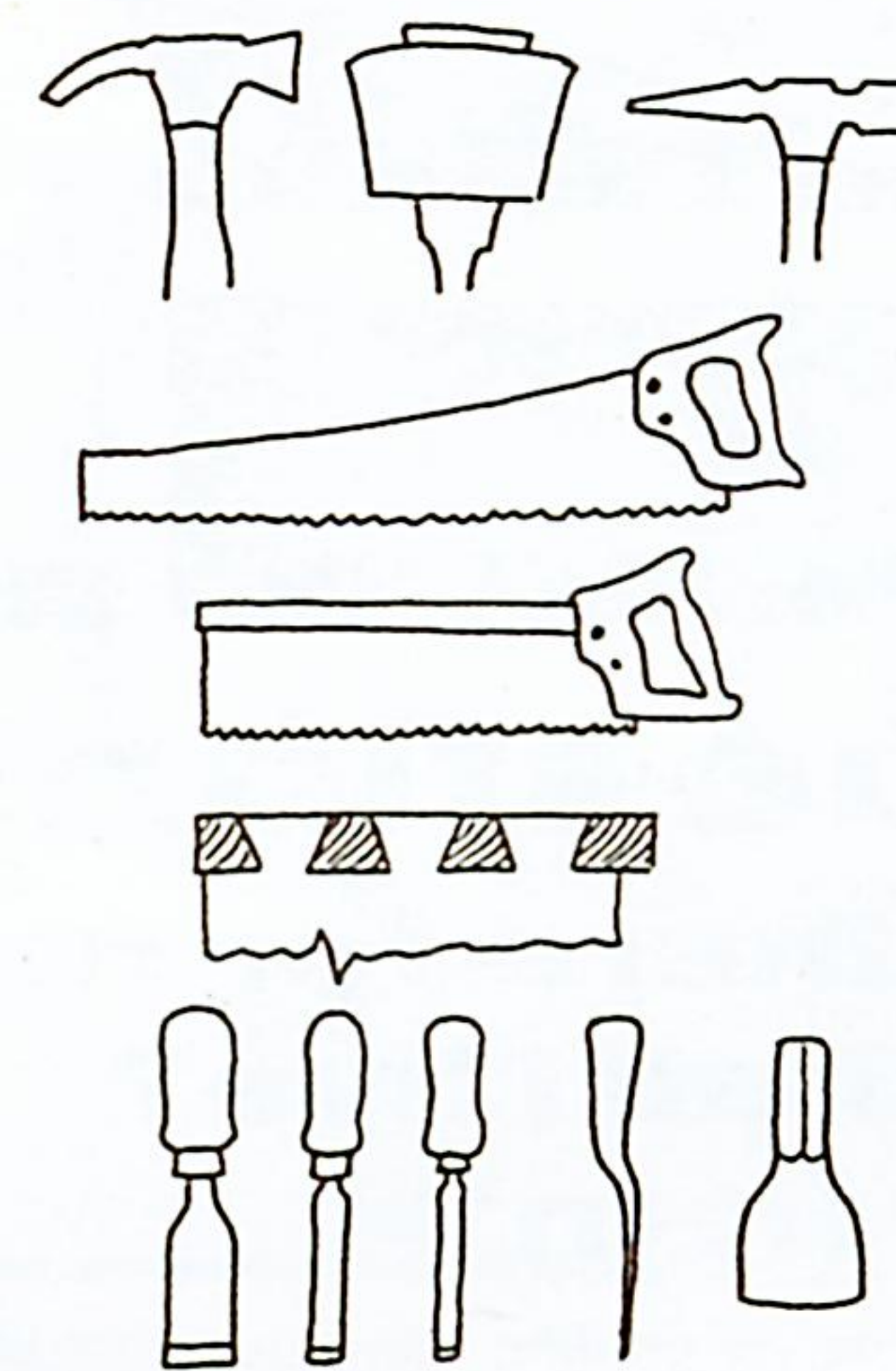
As increasingly Adqual men join the Fleet it should be easier to ensure that the intent is matched by the performance, and in any event plenty of keen (and, if necessary, critical) eyes will be trained on the outcome of the scheme.



SHIPWRIGHT



MEA (?)



Cartoonist Bailey's tongue-in-cheek view of the Evolution of the Hull Department

THE LAST CHOP...



One of the last shipwrights to be promoted chief, MEA(H) 1 Tony Morris, is presented with an adze, the most ancient of precision tools associated with the shipwright's craft, by Commodore C. N. MacEacharn. His promotion signals the end of an era for the senior craft branch of the Royal Navy because of cessation in the early '70s of MEA(H) training. Tony is now joining the survey vessel H.M.S. Herald.

BUT SHIPWRIGHTS LIVE ON...

Ratings qualifying the Hull Adqual course are eligible for membership of the R.N. Shipwright Artificers' Association, which was founded 24 years ago to promote camaraderie within the branch and to offer membership to all serving and ex-serving branch rates. Membership is automatic and free to all serving and ex-serving shipwrights and artisans.

Originally the association operated autonomously in all three home ports. This was, of course, back in the "bad old days" of port drafting when if the chief didn't like your face, or you drank your tot, it directly affected our stay in barracks. Whether this system was better or worse than the faceless hydra in Gosport is debatable (writes an Association correspondent).

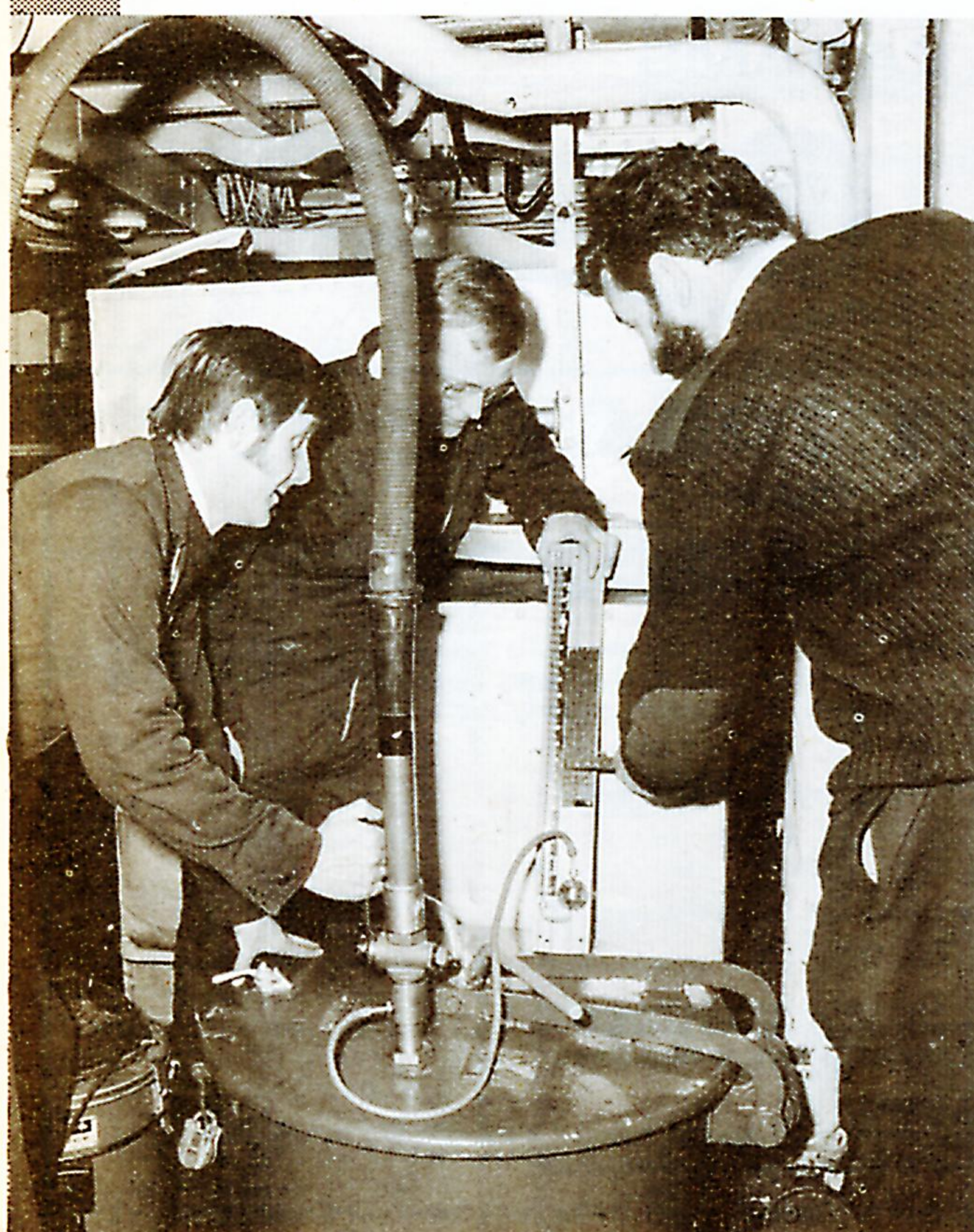
Over the years the Chatham and Devonport branches faded away, leaving Portsmouth to soldier on, amid the gathering storm clouds of change, to the change of branch name that everyone ignores — "an MEA what? Oh — Chippy" — to the final demise of the branch into the all-singing, all-dancing, multi-trade ubiquitous MEA.

Instead of going out with a whimper the Portsmouth branch goes on from strength to strength and the Devonport branch has re-emerged as a viable entity. Portsmouth branch meets on the first Tuesday of each month at the Phoenix Senior Rates' Mess and Devonport at the Senior Rates' Mess, H.M.S. Drake, on the first Monday.

Any and all serving or ex-serving members will be assured of a welcome to have a beer and a chinwag. Social events are run monthly throughout the year, culminating in annual dinner-dances held in Portsmouth and Plymouth in December.

Next year will be the Portsmouth branch Silver Jubilee Year and a dinner-dance is being arranged for April. Provisional bookings are now being taken and the cost has been fixed at £10 per head, any additional expense being met from association funds.

Anyone wishing to make a provisional booking or who would like further information on Portsmouth branch is invited to ring or write to Mr. J. Thorne, Barrackmaster Office, Hardy Block, H.M.S. Nelson, Portsmouth (Tel. Naval Base: Ext. 23417).



In the harbour training ship H.M.S. Duncan air testing of a watertight compartment is practised. From the left, MEMN McLean, MEA Franklin, and NEA(H) Springle (instructor).

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 Qualifications _____
 Residential status — Buying/Renting/Undecided _____
 Type of job desired _____
 Are you willing to work overseas? _____
 What salary do you hope for? _____

Ref. D530 Personnel & Training Dept., British Aerospace Dynamics Group,
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NEWS IN BRIEF

The Lord Mayor of London, Air Commodore Sir Peter Vanneck, was greeted at the Mansion House by Lieut.-Cdr. J. F. Arnold R.N. (retd.), Prime Warden of the Worshipful Company of Blacksmiths, when he arrived for the Blacksmiths' annual banquet. Both are former naval pilots.

★ ★ ★

A statuette depicting a ewe and two lambs was presented to Royal Marines Commandos on behalf of the R.S.P.C.A. by B.B.C. newsreader Angela Rippon in recognition of their help when the R.S.P.C.A. set up "Operation Animal Rescue" during the February blizzards.

★ ★ ★

A Mk 22 Sea Venom built in 1957, which has been on static

display at H.M.S. Dryad for the past eight years, has been dismantled and taken to the de Havilland Mosquito Aircraft Museum at Hatfield, Herts, for restoration by volunteers. The Museum Supporters' Society would be pleased to hear from readers who have pictures of the Sea Venom in operational service.

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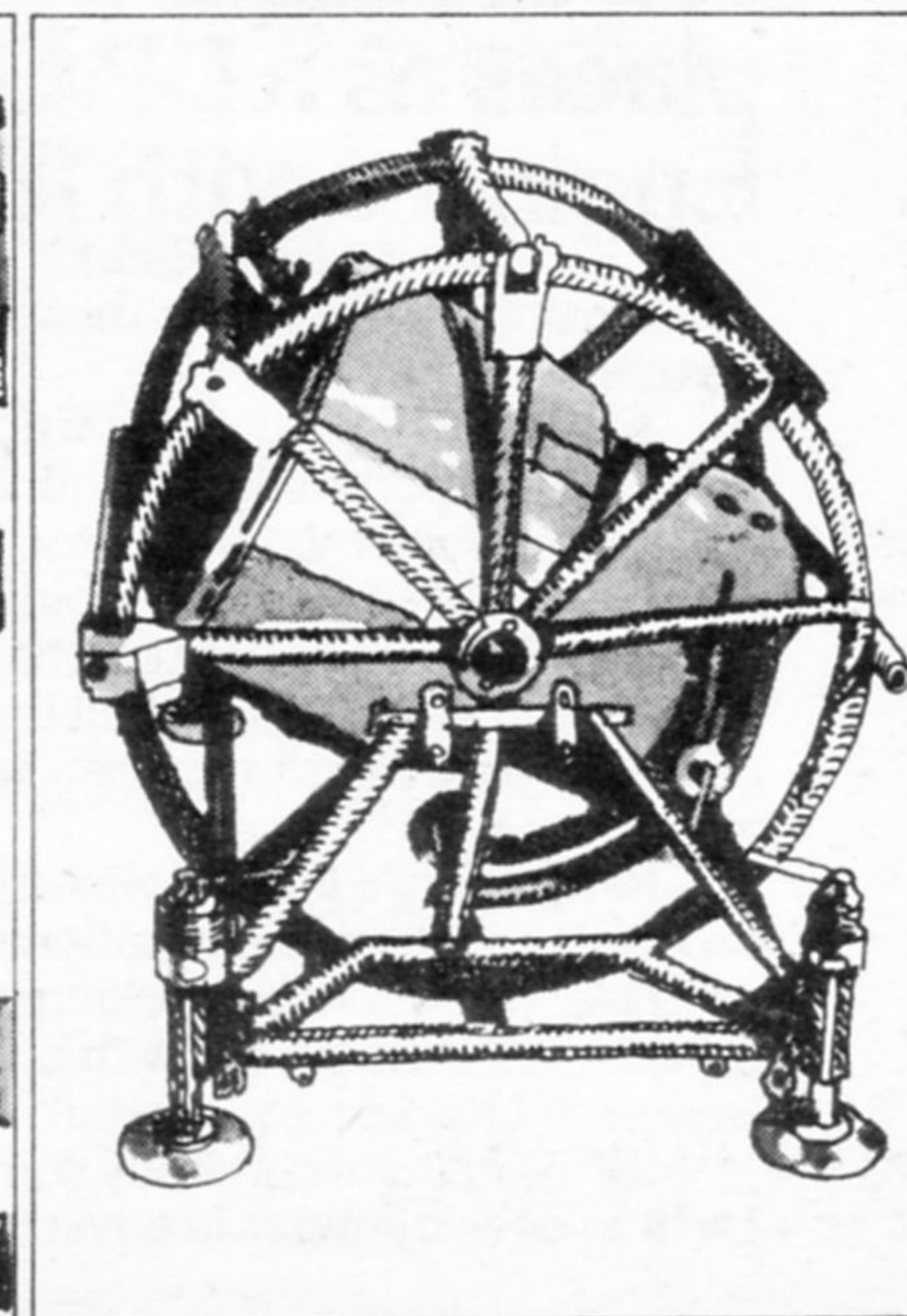
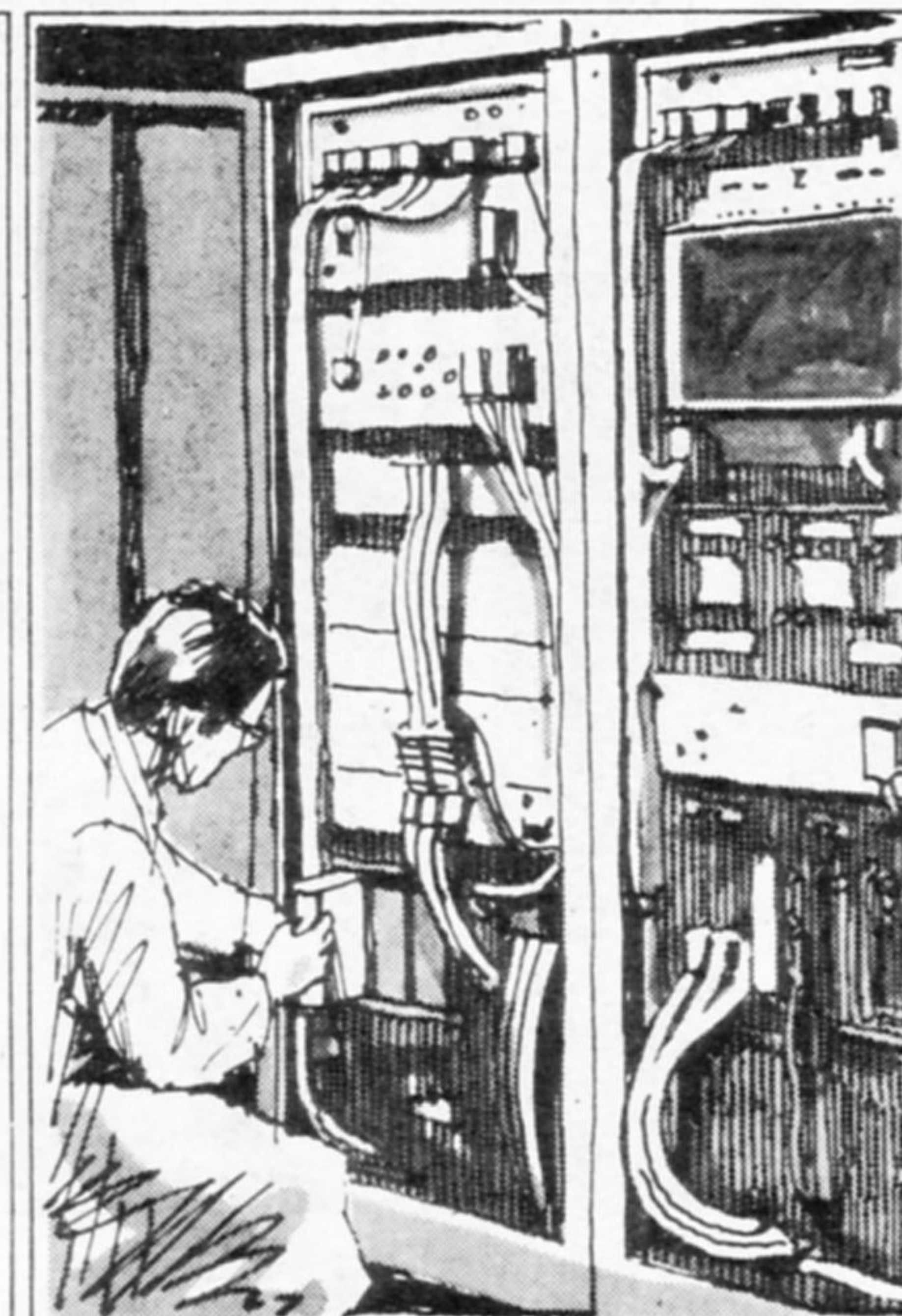
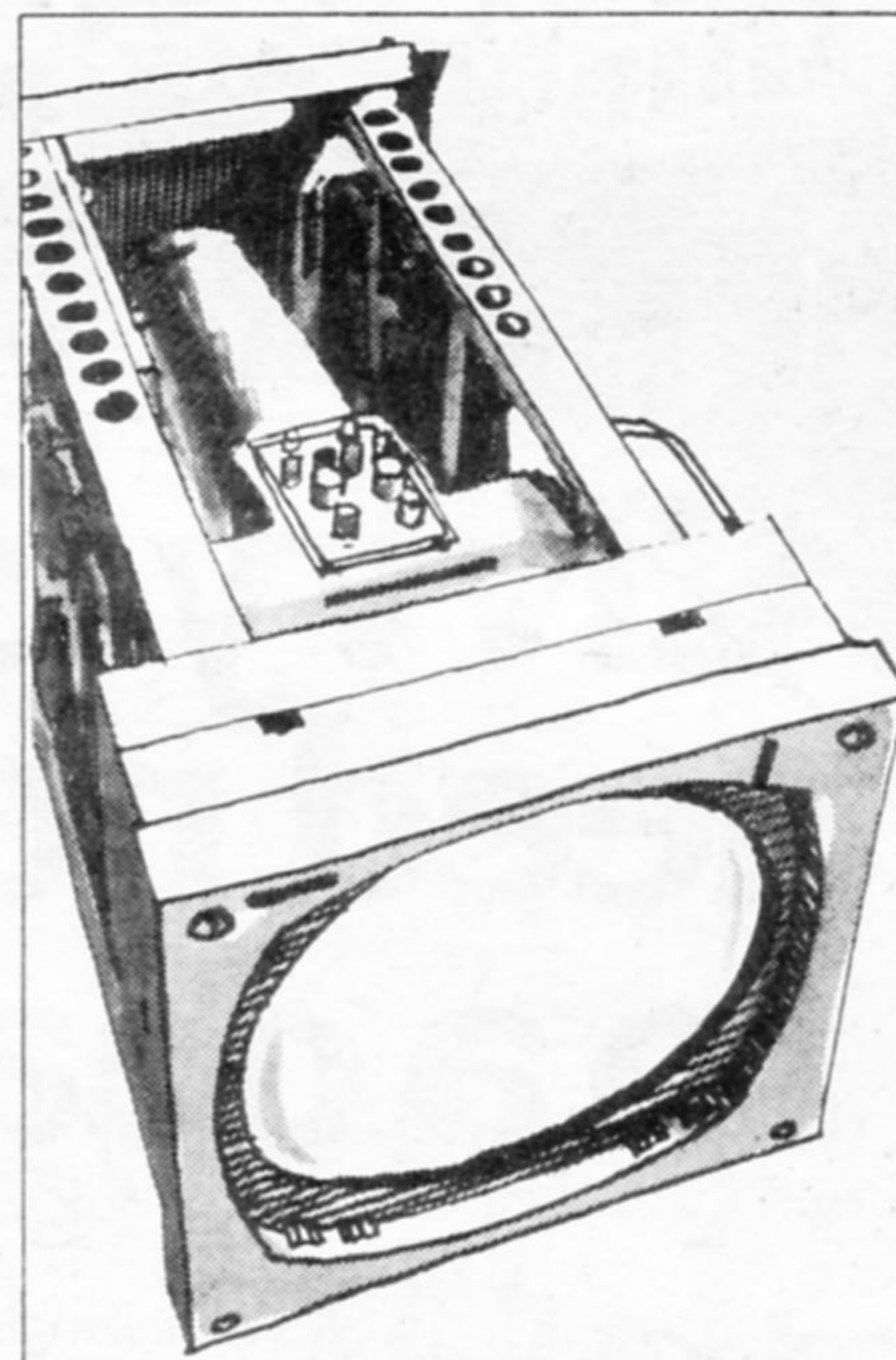
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Double Eagle, the American trans-atlantic balloon, crosses the Dorset coast on August 17 — photographed by LA(Phot) L. McKenzie in a Hawker Hunter T8 flying from R.N. air station Yeovilton. In the foreground is a Hunter GA 11, also from Yeovilton.

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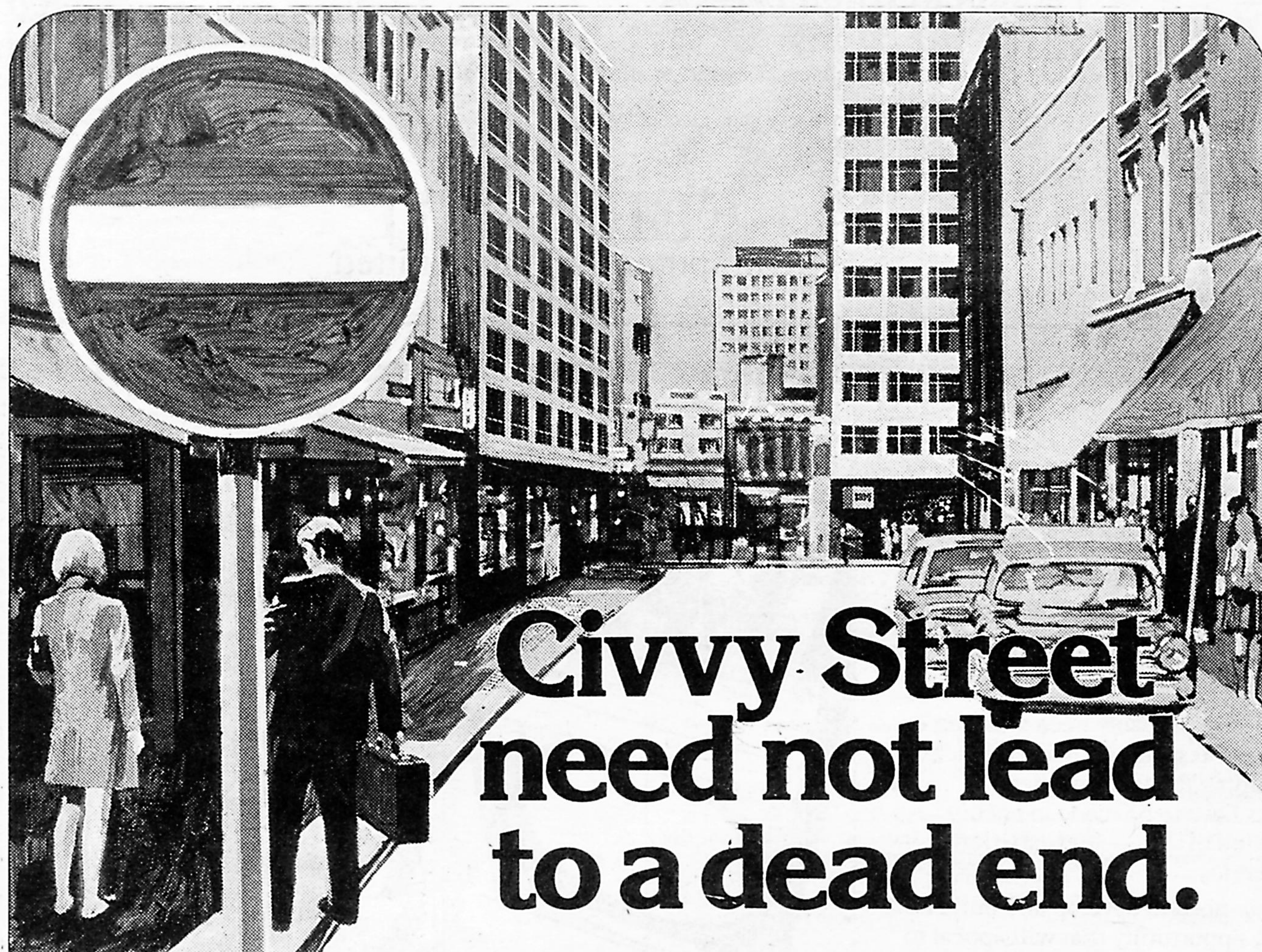
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SPORT

Keeping the cup in The Family

Not for the first time does Admiral of the Fleet Earl Mountbatten of Burma get his hands on the Rundle Cup. He is pictured presenting the impressive trophy to Cdr. the Prince of Wales, his great-nephew, after the Royal Navy had defeated the Army, 6-4½ in their annual polo challenge match at Tidworth.

Admiral Mountbatten's long association with the Rundle Cup includes playing in nine winning Navy polo sides between 1928 and 1953. Since 1910 the Navy has won the trophy 23 times, the Army 20 times.

Prince Charles scored four times in an inspired fourth chukka to lead the Navy to victory. Playing with him were Cdr. Colin MacGregor and Lieut.-Cdr. Rober Guy and Howard Richardson.

Picture: PO(Phot) P. Holdgate.



Weather and injury strike at Wimbledon

Both the 1978 Navy lawn tennis championships and the Inter-Service competition held at Wimbledon in early August were affected by poor weather and injury to leading Navy players, writes Nick Lorimer.

Lieut.-Cdr. Phil Pool, Navy captain and holder of the singles title since 1972 was forced to retire from the singles competition after the third round because of a back strain. There was consolation, however, in the doubles competition, which he and Lieut. Jolyon Ralston R.M. won by beating Lieut.-Col. Ben Herman and Colour Sgt. Brian Gibbs 6-4, 6-8, 7-5 in the final. Jolyon Ralston, the number three seed, convincingly won the singles final against unseeded Lieut.-Cdr. Guy Warner, who was making a comeback into Navy tennis after an absence of several years.

Number two seed MNE Barry

Nash was absent from the competition because of duty in Northern Ireland, but arrived at Wimbledon in time for the Inter-Service matches at Wimbledon the following week.

R.A.F. dominance was once again evident, and the "light blues"

TENNIS

won convincingly against both Navy and Army.

Main point of interest for the Navy was how the team — with a strong Royal Marines content — would fare against the Army, but

in the event only one singles and one doubles were won.

Bad luck and injury played their part, with Cdr. Brian Tayler being forced to retire during a match with leg muscle trouble, and Phil Pool withdrawing from the team because of recurring back injury.

The Navy team for the Inter-Services consisted of Lieut. Ralston and MNE Nash, Lieut.-Col. Herman and Colour Sgt. Gibbs, and Cdr. Tayler and Sub-Lieut. Robert Boshardt.

W.R.N.S. WIN

The WRNS shared the Women's Inter-Service lawn tennis championship with the WRAF. Both teams won eight matches during the tournament held at Wimbledon. The WRAC won two matches.

Wren Hilary Astley-Jones (H.M.S. Neptune) won the R.N. Women's singles title.

AURORA TO THE RESCUE

H.M.S. Aurora went to the aid of a Dutch yacht in the North Sea on July 26 after the yacht lost the use of her rudder and was taking in water from a split in the hull.

CPO Michael Savage went on board the yacht to assess the damage, but bad weather prevented immediate repairs and the yacht was hoisted on board R.F.A. Tarbatness and taken to Portsmouth.

In June, the Aurora took charge of rescue operations in the Mediterranean after a collision between two ships.

H.M.S. Walkerton's adoption by Sark in the Channel Islands was solemnised at a church service when the Dartmouth navigation training ship visited the island.

To mark the occasion, the Seigneur of the island, Mr. Michael Beaumont, and members of the island's community entertained the ship's company to a cocktail party.

H.M.S. Ganges, the Navy's former training establishment at Shotley, Suffolk, which was closed in 1976 after being in use since the Napoleonic wars, is to be sold by tender in December.

The Island-class patrol vessel H.M.S. Lindisfarne was among vessels keeping a "watching brief" in August on a Russian Echo II class nuclear-powered missile submarine in difficulties north of Scotland.

Claiming to be the first mine countermeasures vessel to win the Rosyth Base Athletics Cup,

NEWS IN BRIEF

H.M.S. Brinton celebrated with bubbly, having competed against teams from H.M.S. Zulu, H.M.S. Gurkha, the Fleet Maintenance Group, Submarine Refit Group and H.M.S. Cochrane.

A drawing of H.M.S. Wotton by LRO Christopher Brown, presented to the Mayor and Mayoress of Wotton-under-Edge, Coun. and Mrs. Stanley Sims, when they attended the ship's re-commissioning ceremony in Gibraltar, has been used as the illustration for a postcard produced by the company that employs Mrs. Sims.

Officers and men of H.M.S. Arethusa and R.F.A. Blue Rover, visiting Sweden, raised the flag of St George's Cross defaced by the flag of Hano in Hano cemetery in honour of the 50 men of the Baltic Squadron buried there.

Commodore D. W. Beadle, Commodore H.M.S. Centurion, officially opened nearby Fort Brockhurst, Gosport, to the public after its renovation by the Department of the Environment. The fort is one of a series built by

Lord Palmerston in the 19th Century to protect the Royal Navy in the area.

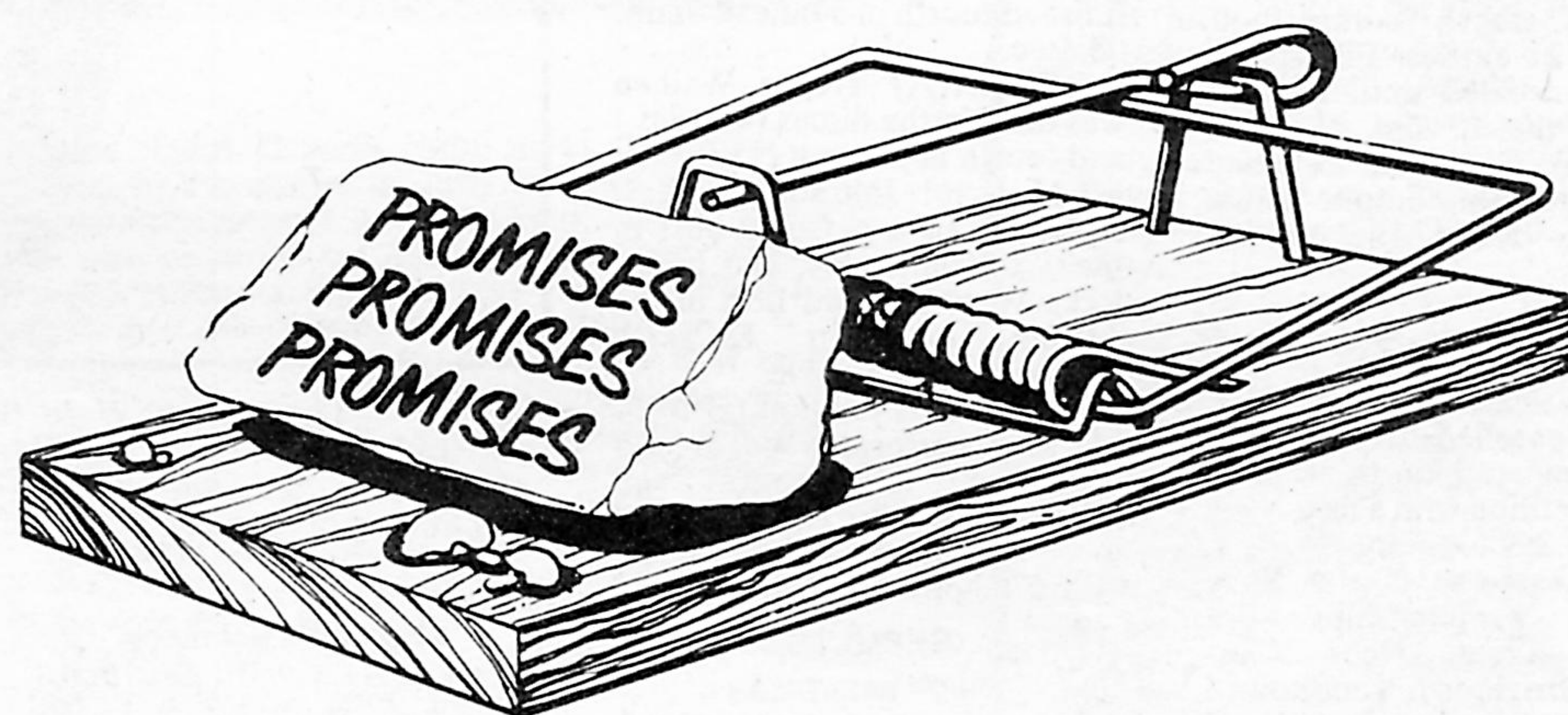
A horse box bought with the help of a £4,100 Nuffield Trust grant has been handed over to the R.N. Equestrian Association. The box will be used to transport horses for the Navy show jumping and polo teams, and for establishment saddle clubs.

The arrival at Sefton and District Transport School, Liverpool, of a gold plated bosun's call was something of a mystery. It arrived by post and is inscribed "From the submariners of H.M.S. Dolphin." There is no indication, however, of the actual sender.

A reproduction of Massey's Electric Log of 1844, made in H.M.S. Collingwood's workshops, has been presented to the s.s. Great Britain museum at Bristol. The work was done using a copy of the original patent and a set of drawings obtained with it.

A sick crew member of the Liberian carrier Universe Sentinel was transferred by a Sea King from R.N. air station Culdrose to Truro hospital.

The Duchess of Gloucester spent a day on board H.M.S. Ardent off Portsmouth.



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SPORT

Athletics win — at long last

The Royal Navy has at last beaten both Army and R.A.F. at an athletic sport! Although Navy athletes almost traditionally fill third spot at Inter-Service track, field and cross-country meetings, they triumphed at the first Inter-Service decathlon championships, held last month at Victory Stadium.

An Army competitor, Sgt. Steve Nunney (5,833 points) took the individual first place, but could not stop the Navy taking the overall team championship by 16,021 points to the Army's 15,210 and the R.A.F.'s 14,611.

Cpl Austin Woodin (CTCRM), the Navy champion, was second in the individual competition with 5,597 points. Other Navy competitors were EM(A) Neil McPhee (H.M.S. Hermes), fourth with 5,354; LAM Ty Lewis (H.M.S. Hermes), fifth with 5,070; and RELMN(A) Trevor Walhen (H.M.S. Nelson), seventh in his 43rd decathlon with 4,804.

The Navy's strength in the decathlon during the last decade has been reflected by the production of five internationals during that time.

Navy championships have always been of a high standard, and this year's competition attracted 21 entries. First place was not decided until the last event — the 1,500m. — when Naval Air Command retained the championship despite strong pressure from the Royal Marines.

PENTATHLON

CWren Jane Walsh (H.M.S. Raleigh) excelled herself in the women's pentathlon by winning the competition with a new Navy record of 2,806 points.

At the same venue, the Navy 10,000m. championships were won by Lieut. Rees Ward (H.M.S. Brighton), who showed his supremacy in naval middle-distance running by finishing 39 seconds ahead of AB Steve Hall (H.M.S. Nelson). POPT Terry Osborne (H.M.S. Raleigh) was third.

In the tug-of-war final, H.M.S. Raleigh became the first inter-establishment champions

DECATHLON

by beating H.M.S. Collingwood in two straight pulls.

COMBINED SERVICES

All six Navy representatives did well at the Combined Services annual athletics match against the Southern Counties, Middlesex and Oxford and Cambridge Universities at Crystal Palace.

AB Steve Hall once again broke the Navy 3,000m. steeplechase record in his last race before leaving the Service. He finished fourth in a time of 9min. 08.4sec.

RELMN(A) Trevor Walhen was third in the discus (44.18m.) and fourth in the shot (15.01m.). MEM Errol Johnson (H.M.S. Antrim) ran a personal best in the 4 x 400m. relay, and Lieut. Rees Ward finished fifth in the 3,000m. in 8min. 12.2sec., another personal best.

LMEM Leroy Elliott (H.M.S. Mercury) performed well in both triple and long jumps, and hurdler LAM Ty Lewis proved to be a "natural" in the javelin with a mighty 45.24m.!

RESULTS

SENIOR DECATHLON

Individual — 1, Cpl A. Woodin (CTCRM), 5,652; 2, LAM T. Lewis (H.M.S. Hermes); 3, EM(A) N. McPhee (H.M.S. Hermes).

Team — 1, Air, 15,461; 2, R.M.; 3, Plymouth; 4, Air B.

JUNIOR DECATHLON

Individual — 1, MNE McLoughlin (45 Cdo), 4,679; 2, JS J. Russell (H.M.S. Raleigh); 3, EM(A) P. Sandall (H.M.S. Heron).

Team — 1, Air, 11,526.



Above — Lieut. Rees Ward (H.M.S. Brighton) leads AB Steve Hall (H.M.S. Nelson) in the Navy 10,000m. championships at Victory Stadium. They finished in that order. Below — Cpl Austin Woodin (CTCRM), the 1978 Navy decathlon champion.

Picture: LA(Phot) Chris McDermott.

WOMEN'S PENTATHLON

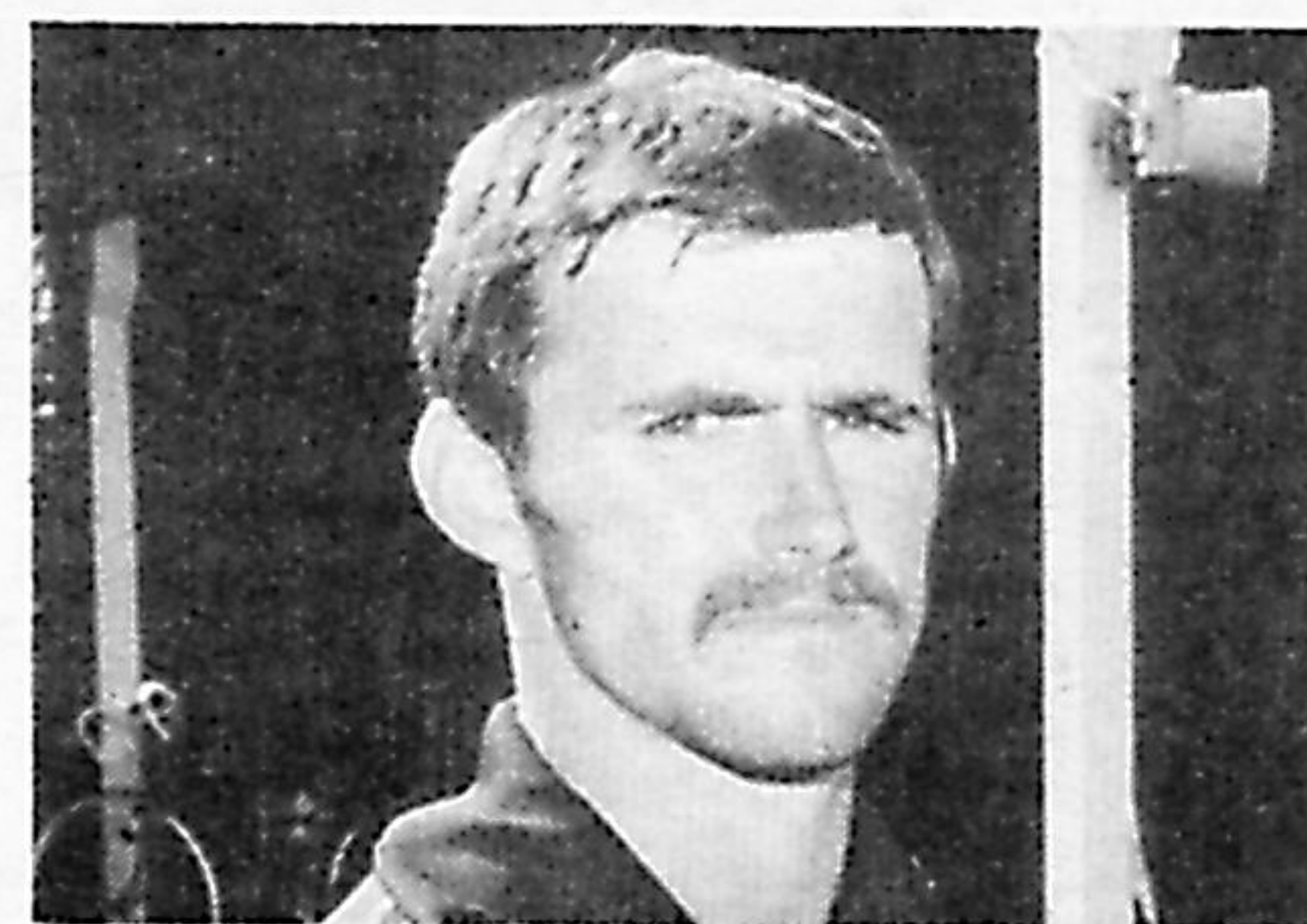
Individual — 1, CWren J. Walsh (H.M.S. Raleigh), 2,806; 2, LWren L. Post (CTCRM); 3, LWren M. Johnson (H.M.S. Excellent).

Team — 1, R.M. / Plymouth / Medway, 5,414; 2, Portsmouth; 3, Air / Scotland.

10,000 METRES

Individual — 1, Lieut. R. Ward (H.M.S. Brighton), 30min. 21.4sec.; 2, AB S. Hall (H.M.S. Nelson); 3, POPT T. Osborne (H.M.S. Raleigh).

Team — 1, Plymouth, 1hr. 35min. 32.8sec.; 2, Portsmouth; 3, Air.



SQUASH

Champion leaves Service

Biggest news to come out of the squash close season is that Navy champion Sub-Lieut. Paul Chaplin has left the Service. He has done so to concentrate full time on squash for the next 18 months or so.

In this way he hopes to develop his very considerable potential to close the gap on his four British Junior colleagues of 1975, all of whom are now ranked in the country's top 12.

His departure is a sad loss to the Navy sport, but it is to be hoped he will eventually rejoin as a ranked player.



PAUL CHAPLIN

Capt. Brian Shattock has handed over the chairmanship of the R.N. Squash Rackets Association to Capt. Charles Le Mesurier after five very active years. All connected with Navy squash will know how much Capt. Shattock has contributed as player, administrator and enthusiast over the last 25 years.

The fixture list this season is more varied than usual with the introduction of two visits outside the country — the Dutch championships at the end of October and the Guernsey championships in early February.

It is also hoped a short visit to Scotland can be arranged.

UNDER-25s

Another new and important feature is the introduction of an Under-25 championship to run concurrently with the Open tournament from January 25—28. All young players should be encouraged to enter, and more details will be published in due course.

Lieut.-Cdr. Mike Sauvage, executive officer in H.M.S. Dauntless, has been appointed coaching secretary and is keen to hear from anyone with ideas or problems on this important aspect of the game.

Two Navy trials are to be held at USSC, Portsmouth, on September 9 and 16 (1400-1700) for players wishing to be considered for representative matches. The first of these representative games is against Kent in H.M.S. Pembroke on September 22.

NEW PLAYERS

Navy squash captain Lieut.-Cdr. Robin Bawtree (H.M.S. Warrior) is keen to hear about new players, particularly as all the likely contenders for the Inter-Service team are over 30 and there is need for young legs as well as experience!

New arrangements for life membership for the RNSRA are expected soon. Anyone wishing to join should contact the honorary secretary, Lieut.-Cdr. Don Howson at the R.N. Sports Office, H.M.S. Nelson. For present members there is a cocktail party at Portsmouth on January 26.

Tight finish

Bully off date for U-21s

The Under-21 hockey season bullies off with an inter-command tournament at Chatham on October 7—8. Six teams will play each other to decide the winner on a league basis.

Navy and Combined Services selectors will be in attendance

HOCKEY

and a squad of 40 players will be invited to a final Under-21 trial in the West Country on November 4—5.

Command Under-21 team managers are Portsmouth, Lieut.-Cdr. D. Roberts (H.M.S. Sultan ext. 842153); Plymouth, PO A. Keal (H.M.S. Drake ext. 5528); Medway, CPOPT B. O'Carroll (H.M.S. Pembroke ext. 3163); Scotland, POPT C. Todd (H.M.S. Caledonia, ext. 2905); Naval Air, Sub-Lieut. R. James (R.N. air station Culdrose); and Royal Marines, WOII G. Offer-Hoar (CTCRM Lympstone, tel. Topsham 2781).

BOXING

Taylor, Kelly beaten

England boxing captain LPT Paul Kelly (H.M.S. Endurance) missed out on the medals at the Commonwealth Games when he was beaten on points by a Jamaican at the quarter-finals stage of the welterweight competition.

AB Tom Taylor (H.M.S. Hubberston), the international light-heavyweight, had only ten days notice for the multi-nation tournament in Vienna, but earned much credit despite two defeats.

Taylor changed his usual brawling style of aggression to suit the Continental judges, and lost his two bouts against top opposition only on the narrowest of margins.



OEM1 Phillips (nearer camera) of H.M.S. Vernon was involved in an exciting finish against Douglas Mitchell (Surrey

University) in a novice sculls event on Horsea Lake during R.N. (Portsmouth) Rowing Club's annual regatta. Crews

from Portsmouth Command, H.M.S. Fisgard, H.M.S. Heron, Surrey University, Southsea and Portsmouth took part.

Picture: LA(Phot) Ian Hooper.

SPORT

CRICKET

Down go the catches, and Navy hopes

An experienced but ageing Royal Navy side were decisively beaten by the Army and narrowly defeated by the R.A.F. in the Inter-Service cricket tournament at Aldershot, writes Derek Oakley.

Navy bowlers were poorly supported in the field, and saw six catches go down in the first hour against the Army, and another two dropped off R.A.F. batsmen.

An extremely low bounce helped neither stroke-makers nor pace bowlers, and the Army's 201 off 55 overs against the Navy was by far the highest total of a very low-scoring tournament.

Aided and abetted by dropped catches, Army openers Clark and Bennett put on 87 in 28 overs. The introduction of PO John Michels to the attack saw the back of both openers, and the Army lunched at 104-2 from 38 overs.

NEW CAP

Sub-Lieut. Charles Gilbert, a new cap, bowled three overs of leg spin and got a wicket off a full toss when Lieut. Rob Fulton made a difficult catch look easy on the square leg boundary.

At this point, Lieut.-Cdr. John Lucas came on and he and Michels bowled through to the end of the innings.

Facing a total of 201, the Navy started disastrously when CPOWTR Tony Izzard was bowled first ball and Lieut.-Cdr. Burton Toft was caught behind in the sixth over.

Cr. Roger Moylan-Jones batted with extreme patience during minor recoveries with Lieut. Mike Robinson and Gilbert, but then fell to an unplayable short ball which shot along the ground.

Fulton was adjudged LBW on the front foot, and more trouble followed when Gilbert was surprisingly given out stumped. Lucas and Michels put on 50 in 30 minutes but the Navy were still hustled out for a disappointing 124.

R.A.F. MATCH

The Navy made heavy going against the R.A.F., losing Toft and Moylan-Jones while 17 runs were scored off 18 overs. Robinson and Izzard pushed the rate up, with the latter reaching his 50 out of 90 off 43 overs at lunch.

Immediately after lunch Izzard (87) hit three sixes and



Lieut. Peter Bowden bowls to Army opening batsman Lieut. Bennett during the Inter-Service tournament at Aldershot. First slip is Lieut.-Cdr. John Lucas, and the wicketkeeper is Navy skipper Lieut.-Cdr. Ken Langley.

Picture: Doug Pratt, Soldier Magazine.

two fours, and Robinson (39) scored singles off almost every ball. The remaining batsmen had no option but to hit out at everything to achieve a moderate 55-over total of 173-7.

When Lieut.-Cdr. Gavin Lane bowled De Caires at 17 the Navy tail was up, but Lishman and McCall pushed the score along to 76 before McCall was superbly run out. The same fate befell Lishman (56) a little later, and the R.A.F. now needed 71 off their last 15 overs.

Lane clean bowled Bradley and Deakin with successive balls, but 30 were required off the last four overs, and nine off the last. The Navy faltered and the R.A.F. were home at 174-6 with a ball to spare.

It was a disappointing end to a reasonably successful season during which exciting wins were achieved against the Civil Service and Hampshire II.



The exclusive Grey Faces rugby team is looking for "mature" talent for its annual Barracuda Cup match against an H.M.S. Heron Wardroom XV at R.N. air station Yeovilton on December 11.

The match, which opens (and closes) the Grey Faces season, has been a regular fixture for the last 22 years. Officers associated with the Fleet Air Arm (past and present) who would like to be considered for selection should telephone Cdr. Mike O'Reilly at H.M.S. Daedalus, extension 109.

HERE COME THE ALL BLACKS!

The visit of the All Blacks, due to arrive in Britain next month, will fire the imagination of rugby followers everywhere and have an enlivening impact on the Services game, writes Mike Vernon.

The Royal Navy surrenders, for this year only, the traditional game against Devon at the Rectory as the first link in the work-up chain culminating in the Combined Services match against the New Zealanders at Aldershot on November 21, just four days before the visitors oppose England at Twickenham.

This follows the same pattern as that of the last Australian tourists, when the Combined Services gave the Wallabies such a fright that they made four last-minute changes in their

RUGBY

Twickenham side.

Combined Services — with a strong Navy representation — are hoping to do even better this time and have evolved a carefully planned work-up programme. It starts with the Devon match, and continues with games against United Hospitals and Public Schools Wanderers on October 23 and November 7.

The final game of the build-up is against the French Armed Services on November 9, now something of a dress-rehearsal for the All Blacks.

All these matches, except the Devon fixture, are at Aldershot, where admission is free. Prices for the All Blacks game, however, are £3, £2, and £1, and applications may be made to the Hon. Secretary, R.N. Rugby Union, DNPTS, Orion Block, H.M.S. Nelson.

PROGRAMME

The Navy's pre-Christmas programme is now restricted to matches against Hampshire at Hooks Lane, Bedhampton, on September 13 (ko 1700), and against Cornwall at Penryn on September 20 (ko 1730).

The 1979 Inter-Service matches against R.A.F. and Army at Twickenham will be on February 17 and March 10 respectively. It's not too early to start thinking about organizing a coach, and don't forget that junior ratings are eligible for tickets at reduced prices.

U-25s redress the balance

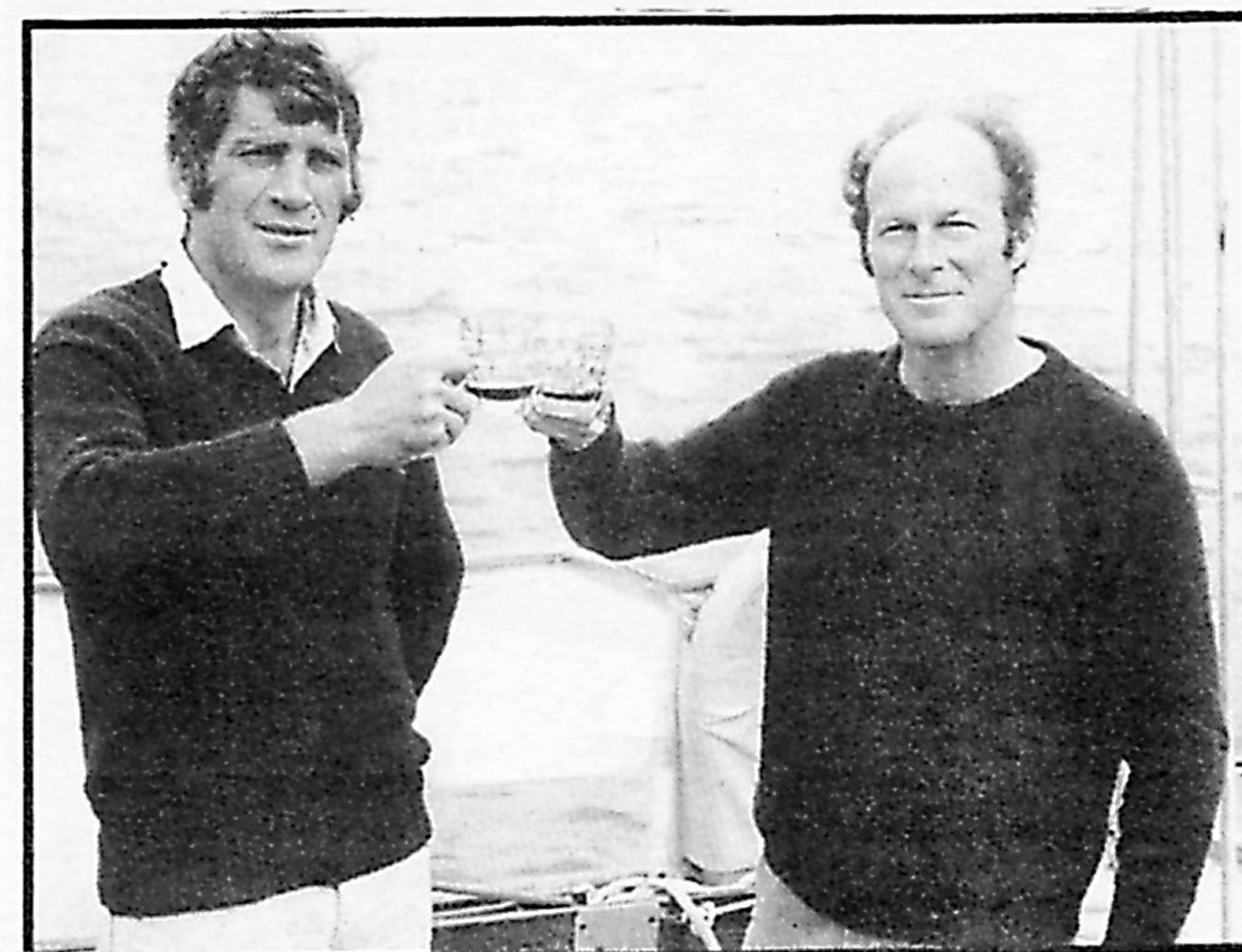
Under the able captaincy of MEA Bruce Franklin, the Navy's Under-25 cricketers did something to redress the disappointments of their seniors by beating the R.A.F. by four wickets at Uxbridge.

Next season there will be more fixtures for the side, including a match against the newly-formed Army Under-25 team.

The Navy kept the R.A.F. to 165-5 in their 45 overs, with NAM Chris Campbell taking a good boundary catch to add to his 2-22 off 11 overs. Mid. Nick Mayhew weighed in with three wickets, and all the bowlers were supported by excellent ground fielding.

Sub-Lieut. Bob Love (70) and skipper Franklin (32) consolidated well after two early losses, and in gathering gloom Mayhew (24 not out) and MEA App Wally Crossley (20) batted sensibly and boldly to see the Navy home.

The team was MEA1 Bruce Franklin (capt.), Sub-Lieuts. Charles Gilbert, Ian Payne and Bob Love, Mid. Nick Mayhew, MEA App Wally Crossley, STD George Preece, SA Richard Jackson, NAM Chris Campbell and SA Robin Knill; 12th man, Sub-Lieut. Tim Burns.



CPO Bob Anderson (left) and Lieut.-Cdr. Robin Lloyd-Williams toast each other with the last drop of their beer on returning to H.M.S. Raleigh at the end of the Round Britain sailing race. They were placed 39th on handicap out of 74 starters, and were the only naval entry to finish. They sailed in the 12-year-old Nicholson 32 Westwind, normally used for sea training of young ratings, and completed the 2,500 mile race just five hours before the time limit expired.

Open fishing championships

The R.N. and R.M. open fishing championship is to be staged in H.M.S. Dolphin on October 4. The competition is open to all Servicemen and civilian members of Service angling clubs. Further information and entry forms can be obtained from the secretary of the Dolphin Angling Club, or COEA B. Griffin (Portsmouth Dockyard ext. 41843).

SEPTEMBER

- 1—Cricket: RNCC v Cross Arrows (Lords).
- 2—Swimming: RN & I/S long distance championships (Lake Bala); Athletics: Braemar Games (Scotland).
- 2-3—Kayak: RN slalom championships (Bath).
- 3—Cycling: I/S 12-hour time trial (Poole).
- 4-7—Golf: Inter-Command match play (Deal, Kent).
- 5-6—Kayak: Eccles-Bungay (Norwich).
- 6—Angling: NAC & open annual competition (Portland).
- 8-11—Mountaineering: open meet (Torrion).
- 8-10—Rowing: RN & RM ARA coaching course (Jesus College, Oxford).

WHEN WHAT AND WHERE

- 9—Netball: WRNS Inter-Establishment tournament (HMS Nelson); Kayak: Inter-Services sprint championships (Nottingham); Judo: RN v BJA (CTCRM); Equestrian: RAF Inter-Service match (Cranwell).

- 9-10—Sailing: National Bosun championships (Browdown).
- 10—Cycling: RN & RMCA circuit races (HMS Daedalus).
- 14-15—Sailing: Inter-Command team dinghy championship (Medway).
- 15—Sailing: Volunteer Cup (Southsea).
- 15-16—Kayak: Inter-Services slalom championships (Grandtully, Scotland).
- 16—Equestrian: Inter-Service event (Cambridge); Hockey: WRNS Inter-Establishment six-a-side tournament (RBM Eastney).
- 17—Kayak: Inter-Services marathon championships (River Tay, Scotland).
- 18-21—Golf: Inter-Services tournament (RCPGC Deal).
- 20—Football: Navy Cup — 1st Round.

- 21-24—Modern Pentathlon: British Men's open championships (Walton-on-Thames/Park Farm).
- 22—Squash: RN v Kent (HMS Pembroke).
- 23—Football: Navy Cup — Quarter finals.
- 23—Table Tennis: WRNS Inter-Establishment tournament (HMS Nelson).
- 24-25—Football: Navy Youth Cup — Chatham/Scotland.
- 25-28—Golf: Inter-Services (Deal, Kent).
- 28—Sailing: Inter-Service dinghy championships (Farmore Reservoir).
- 29-30—Sailing: CS v BUSA.
- 29 Sept-1 Oct — Modern Pentathlon: Metropolitan Police Championships (Imber Court, Surrey).

- 30—Badminton: Inter-Establishment tournament (HMS Mercury).

OCTOBER (first week)

- 30 Sept-1 Oct — Football: Navy Youth Cup — Portsmouth A.
- 4—Football: Navy Cup — semi-finals.
- 7—Squash: WRNS Inter-Establishment tournament (HMS Nelson).
- 7-8—Football: Navy Youth Cup — Plymouth.
- 7-8—Golf: Cornish Piskey (Newquay, Cornwall).
- 7-8—Sub-Aqua: RNRM diving week-end (Fort Bovisand).

Quarters

(Continued from page one)

A question which might occur in some minds is whether Servicemen could be given some sort of priority. There is no arrangement for this at present, but it is understood the matter is under consideration.

Naval housing trends have changed during the past few years, with a strong movement towards home ownership encouraged by the Long Service Advance of Pay Scheme. As a result, the demand for quarters from a Service of reduced manpower is lower, allowing the Navy to make a reduction in the number of its older properties.

In selling quarters at Rowner and elsewhere, a careful approach is being adopted and the aim is not to over-correct the situation.

Fresh hope on council homes, too

A suggestion concerning Servicemen's residential qualifying time towards obtaining Council houses is being considered by MOD.

In a Parliamentary question Mr. Stanley Newens (Harlow) asked if the Defence Secretary would seek to negotiate an agreement with local authorities, to which redundant Servicemen's accommodation is sold or transferred, that they will accept on their housing waiting lists "Servicemen requiring accommodation after their demobilisation who are resident in their areas but are unable to satisfy the normal residential qualifications owing to the exigencies of Service life."

In reply, the Minister of State for Defence (Dr. John Gilbert) said he was grateful for the suggestion and would look into it further.



PRINCE SEES IKARA

Prince Edward shows keen interest in an Ikara test missile during an informal visit to H.M.S. Arethusa, which was escort for H.M.Y. Britannia for her summer visit to the Western Isles.

Making the explanations are CCEMN Norman Simpson and Lieut. Bob Williams, while in the background are Lieut-Cdr Barry Leighton, Sub-Lieut. Mark Churchill, Lieut-Col. Stuart-Wilson, Lieut-Cdr. Norman Sawyer, CEMN1 Jim Yates and OEM Neil Dallas. The Prince was welcomed on board the frigate by the commanding officer (Cdr. John Conder).

On a Royal "walkabout" in the Britannia, Yachtsmen were introduced to both the Queen and Prince Edward. Earlier the Britannia had attended Cowes Week, for which the guardship was H.M.S. Falmouth.

Picture: LA(Phot) Tom Suddes

Bid to iron out Looseleigh snag

Efforts are being made to find a solution to the snag which has arisen over the proposed community centre / pre-school play centre for Looseleigh married quarters, near Plymouth.

Although there was a strong feeling that public funds should help, the Sailors' Fund Grants

Committee has agreed to assist substantially (subject to Trustees' approval), and so has the Fleet Amenities Fund. But following local objections that the site was unsuitable, Plymouth City Council Planning Committee rejected the application.

Members made it clear, however, that they would be prepared to consider another application for what they felt to be a more suitable site on the estate.

The need has been strongly stressed for a community centre facility on the estate, which houses about 250 naval families.

They are all going to the Wedding!

Many Royal Navy ships will take part in Exercise Northern Wedding over wide areas of the Eastern Atlantic, North Sea and Channel between September 4 and 19.

An 8,000-strong combined British, American and Netherlands Marines force from NATO's Striking Fleet Atlantic will make amphibious landings and conduct exercises in the Shetlands from September 10.

These will be the focal point of Northern Wedding, which will involve in total over 40,000 men from nine NATO countries. More than 200 ships, 22 submarines and 800 aircraft are to take part in this major exercise, which will practise rapid reinforcement and re-supply of Europe in times of tension and war.

Ferries

At one stage, commercial ferries will take men and equipment across the North Sea to mainland Europe.

Royal Navy ships taking part in the exercise will include H.M. ships Ark Royal, Fearless, Hermes, Fife, London, Sheffield, Swiftsure, and a number of frigates, conventional submarines and other vessels.

Involved, too, will be Royal Navy ships from NATO's Standing Forces.

Second 'Trafalgar'

An order has been placed for the 14th nuclear Fleet submarine for the Royal Navy. Second of the Trafalgar class, it will be built by Vickers Shipbuilding Group, Ltd., while Rolls Royce and Associates will have responsibility for design and procurement of the nuclear reactor plant equipment.

New qualifications for submarine coxswains

A wider range of candidates will in future have the opportunity of becoming submarine coxswains as a result of changes to entry qualifications.

The coxswains are to be established as a "side-ways" entry branch in their own right, and will no longer be a sub-branch of the Operations Branch. As from September 1, 1978, all ratings wishing to qualify as submarine coxswains will be subject to the new regulations.

The role of coxswain as a co-ordinating link between the wardroom and the senior ratings' mess has been well established over the years.

HIGH STANDARD

Experience has shown that the responsibilities involved, which include discipline, victualling and specialist planesman and helmsman duties, are best carried out by men with several commissions behind them, who have the seniority, experience, and

practical background to support them in their task. The revised entry qualifications are intended to ensure the high standard necessary to fulfil the requirement, while opening recruitment to all likely candidates.

The changes to entry qualifications include a widening of the recruitment base to include ratings from RO(SM), MEM, OEM, CEM, REM, SA, MA, Cook and Steward, as well as the Operations Branch sub-branches listed in BR 1066, Article 1105.

A minimum period of five years' service in submarines since completing Part III submarine qualifications will be needed, and the entry qualification changes include an increase of submarine sea service as a petty officer to 18 months instead of 12 months. Full details of other entry qualifications are given in DCI(RN) 532.

Men selected for transfer to submarine coxswain will have to qualify as petty officer of the watch before beginning a transfer course.

G (SEA) E FOR JACK

(Continued from page one)

Seamanship will be accepted as one of the subjects for promotion to Fleet chief and officer rank.

Details of the syllabus and a specimen paper will be published in Educational Information No. 193 this month (September), and the first examination will be held in October next year.

One problem remains — the appointment of a chief examiner. It is hoped to appoint a serving or recently-retired Seaman officer with academic experience. Anyone interested should write to the Director, Naval Education and Training Support, MOD, Old Admiralty Building, Spring Gardens, London, SW1A 2BE.

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